

SEAFARERS LOG



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COMMITTEE WHICH DISCUSSED UNIFORM REGISTRATION RULES



Part of the committee elected by membership in Port of New York to draw up recommendations for changes in registration rules, shown shortly after they convened last Friday. Similar committees representing Deck, Engine and Steward Departments are studying proposals in other ports which may lead to a Union-wide plan of job registration.

Branch Committees Study Proposals For Uniform Job Registration Rules

Rank and file Seafarers committees were at work this week in Atlantic and Gulf ports shaping up recommendations which later will serve as a basis for membership action on a uniform set of shipping registration rules.

Upon completion of their tasks, the various port committees will forward their recommendations to Headquarters. These proposals for Union-wide registration rules, will then be sifted by an elected committee, representing all departments, and presented in final form to the membership for further disposition.

The membership committees now laying the groundwork for what eventually may become coastwise registration rules were elected at recent branch meetings. They are composed equally of men sailing in all three departments — Deck, Engine and Stewards.

N. Y. PROPOSALS IN

The committee designated by the Port of New York has already drawn up its proposals and submitted them to Headquarters, where they will be held pending similar action by the other port committees.

Should the membership accept the recommendations of the final overall committee, the proposals will be put to a vote by the membership in all ports.

Action on the problem of registration stemmed from a

wish on the part of the membership for uniformity in all ports and to eliminate any inequities that may exist under the present method.

The committee elected by the membership in the Port of New York completed its job last Friday. Following a period of general discussion, this committee adjourned to allow the three groups to devise separate rulings affecting their own departments. Their recommendations were accepted by the "committee as a whole," when it reconvened.

Serving on the committee for the Deck Department were Jack Greenhaw, Idelfonso Galindez, F. C. Murray, Joseph Felton, George (Bill) Champlin, and Roland Strom.

Representing the Engine Department on the committee were: G. Nunez, W. Manning, Leon White, Anthony Arenella and Matt Fields.

Stewards Department men in the group were: William Dunham, John C. Drummond, R. C. Rickett, Leroy W. Gilmore, Edward Adamo and Mato H. Lorenzo.

Sentiment among the membership, who have been airing their views in favor of a uniform plan for job registration, appears to have, among other objectives, the further streamlining of the Union apparatus. Extending it to job registration would be another step in that direction.

In expressing their opinions in

the "Here's What I Think" feature in the current issue of the LOG (see page 4), several Seafarers felt that the adoption of a uniform set of registration regulations would eliminate confusion they encounter as they go from one port to another, where the rules differ.

Were similar rules to prevail in every port, they would have no problem, they explained. They pointed out that they would simply have to know and abide by one set of registration rules in all ports.

Congress Votes 6 Billion Dollars For ERP

Congress finally passed the six-billion dollar Marshall Plan appropriations as one of its last-minute moves, before adjournment, and shipping spokesmen look for the relief cargoes to start gaining momentum.

However, they believe the acceleration will be slow at first. It may be several months before large shipments other than bulk cargoes of grain and coal begin to move.

Bulk cargoes are moving a little now and have been for several weeks, mostly from Gulf ports. Industrial products bought under the Plan are expected to take up the shipping slack eventually, but it may be late fall before they arrive at the piers in any great amount.

SIU May Have To Vote Remaining CS Vessels For Full Recognition

The National Labor Relations Board has denied the SIU's request that the board reconsider its ruling restricting recognition of the Union as bargaining agent for Cities Service seamen to seven ships, Lindsey Williams, Director of Organization announced.

The net effect of the NLRB's curious stand, which reverses its previous ruling in the Isthmian case, may be that the SIU will have to vote the remaining nine ships in the Cities Service fleet, Williams said. The Union has petitioned the NLRB for recognition on those nine ships, but the company is almost certain to force an election.

Meanwhile, the SIU has notified Cities Service that it wishes to commence negotiations covering the seven ships certified. As yet no answer has been received from the company.

When the unlicensed personnel of the CS fleet commenced voting their Union preference, CS had eight ships. The men on seven of these ships voted five to one to be represented by the SIU. The eighth ship was not voted because it did not touch an American port during the voting period.

SEVERE SET-BACK

This ship, the SS Lone Jack, is excluded from the NLRB's certification order, along with eight ships which CS has acquired since. A year earlier when the NLRB certified the SIU as bargaining agent for the unlicensed men on the Isthmian ships, the order covered ships not voted as well as those voted,

and it also covered ships which Isthmian obtained later.

In its brief asking the NLRB to reconsider, the Union pointed out that, if the board's decision were permitted to stand, not only would precedent be shattered but that all organized labor would be severely set back.

The board took no note of these arguments, sending back a routine rejection.

Despite the unexplained stand taken by the NLRB, the Cities Service wall has been breached, Lindsey Williams said.

On Negotiations

Negotiations with the steamship operators are continuing and the SIU Negotiations Committee is standing fast on its original demands that the issue of the Hiring Hall be settled before other matters can be discussed. Membership in all ports is urged to be present at the next Branch meetings, June 30, for a full report on the progress of the negotiations to date.

The lack of industrial cargoes is expected to keep the Port of New York from having more than a moderate amount of activity for the rest of the summer, at least, but New York will be the big beneficiary later on when the industrial shipments commence, the shipping men say.

SHIPPING BOSS NAMED

Last week, Arthur G. Syran, a former Army colonel, was named Director of Transportation for the Marshall Plan. Syran was a shipping expeditor for the Army during the war, and more recently has been in Japan helping plan the rehabilitation of the Japanese merchant marine.

Cargo allocations under the Marshall Plan will be scheduled in a series of three-month pro-

grams. The nations covered by the Plan will tell what they need in the three month period. Once the shipping has been arranged, they will proceed with orders and manufacturing contracts.

A statement by a top Marshall Plan official that it might be difficult to carry 50 percent of the cargoes in American bottoms because of a shortage of American flag ships was emphatically denied by a Maritime Commission spokesman.

The government has had to tie up ships, so how could there possibly be a shortage, the MC man said. There are plenty of ships, he added, and a great many of those tied up can be released ready to go on 48 hours notice.

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The Way It Works

This week, following a letter sent to all Branches by Headquarters Offices, in compliance with a recommendation of the 1948 Agents Conference concurred in by membership referendum, all ports elected special committees to submit recommendations for uniform rules for job registration to replace the present individual port regulations.

The report of each port committee will then be forwarded to Headquarters, where an elected committee will consolidate all proposals and submit a resolution which will then become effective in all ports—if it is approved by the membership.

We emphasize if approved by the membership. This normal SIU procedure underscores the basic democracy of our Union. Decisions are not made by any governing board. As a matter of fact, the SIU has no such set-up. The nearest approach to an executive board is the Agents Conference, which meets once a year to draft proposals and submit recommendations for future action. But these proposals must be passed by a coastwise referendum of the membership.

The Agents Conference has no executive powers, it is purely advisory. All power lies in the hands of the membership, where it rightly belongs. Whenever the membership of the A&G District of the SIU wishes to change any of the rules, or adopt a new policy, it is always done in the traditional SIU manner.

It is by firm adherence to the democratic principles that true democracy can be guaranteed in the Union, and each individual member should at all times act as an official watchdog of the membership's rights.

It is the duty of each and every member of the Union not only to know the Constitution and the Shipping Rules—he must also see to it that they are followed at all times, and be prepared to suggest changes whenever times and circumstances have outmoded some provisions.

It is not enough for every member to know his rights and responsibilities. He must see to it that he receives his rights, and must see to it that he assumes his responsibilities. Doing these things will assure the continued survival of democracy in the SIU. And because these things are the rule, that is why democracy is a vital part of our organization, and why the A&G District has made such great strides in the past ten years.

Send Them In

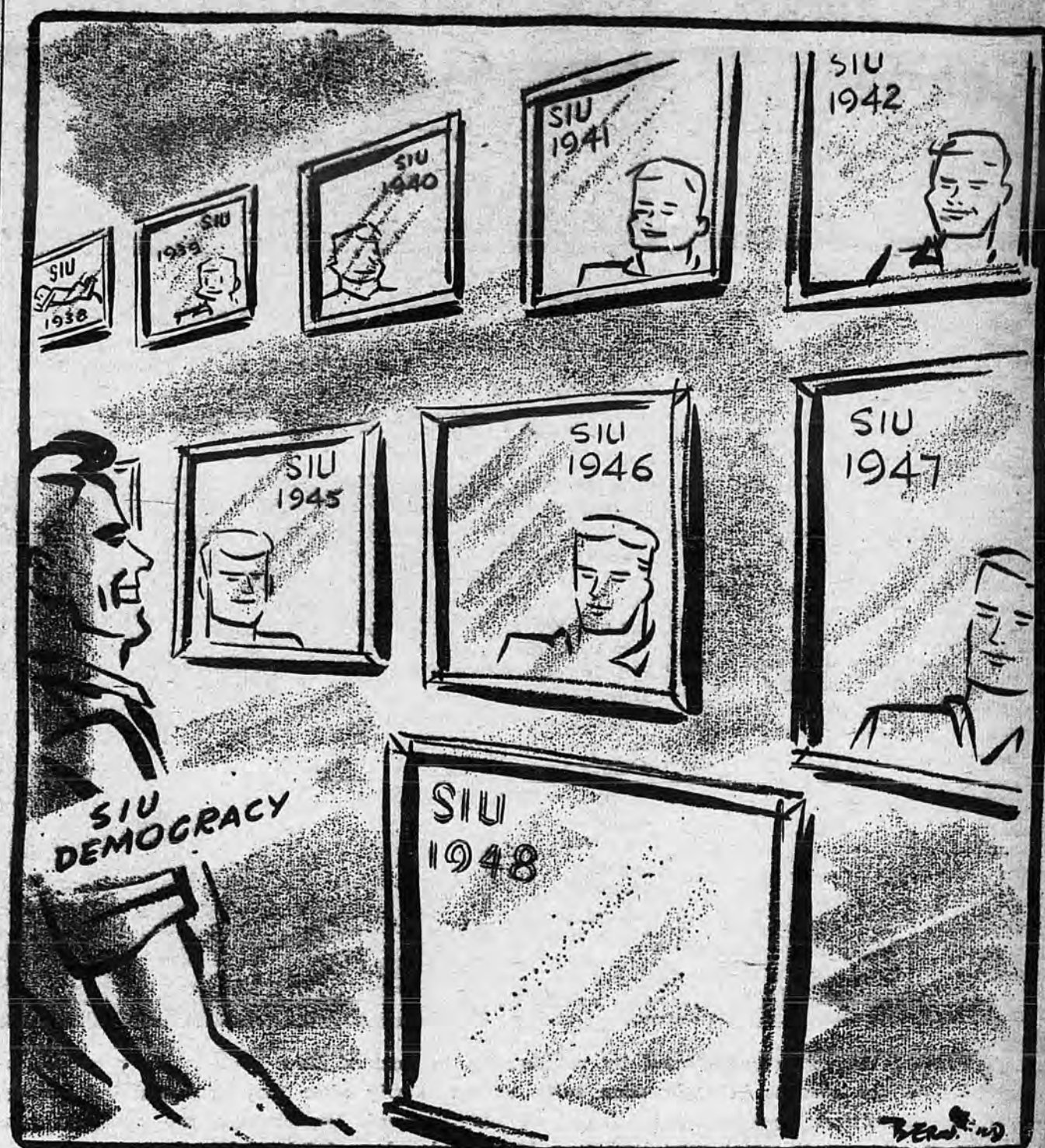
The LOG is the paper for ALL members of the Union. But the LOG editors have no way of knowing what is happening on every one of the many ships contracted to the Union and manned by SIU crews.

That's where you come in. On page 16 of this issue, appear pictures and a story about the crew of the SS Lafayette. The pictures and the notes for the story were sent in by a crewmember, with a request that, after being used, the snapshots be returned to his home.

That has been done, and the editors of the LOG will handle all pictures in exactly the same careful manner.

So—Let's have more pictures and stories from the men sailing the seven seas on SIU-contracted vessels. You like to hear what other Brothers are doing, and they like to hear about your activities.

'PROUD PARENT...'



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

NEW ORLEANS HOSPITAL

R. BUNCH
E. LIPARI
C. MASON
J. DENNIS
R. F. BLACK
A. LOOPER
C. GREEN
V. P. SALLINGS
C. R. GRIMES
C. ANDERSON
R. GOODWIN
T. J. TASSIN
M. BAKER
A. MAKRENS
W. J. HOULIHAN
J. W. CURRAN
E. MORGAN
G. WILLIAMS
L. B. MILLER

STATEN ISLAND HOSPITAL

C. O. LYNKY
F. PREZALAR
J. M. GARDNER
F. NERING
E. OLSEN
S. HEIDUCKI
G. FINKLEA
J. McNEELY
D. DeDUISEN
J. L. ROBERTS
T. ZEMBRUZSKI
E. T. BROWN
M. T. MORRISON

H. WHITE
A. J. SACCO
E. PETRICELLI
H. CHRISTENSEN
G. VECCHIO
P. DAUGHERTY
B. F. DeLIMA
C. NANGLE
W. J. HUNT
R. PEPIN
A. BJORNSSON
A. DUDDE
B. KOSOW
W. PERRY
S. RIVERA

BALTIMORE MARINE HOSP.

GEORGE PEDDICORD
M. J. LUCAS
S. T. CANTRELL
T. BRYANT
WILLIAM H. KUMKE
THOS. S. JOHNSON
G. F. COBBLER
EDW. L. PIERCE
EDDIE J. CAROVOS
PAUL R. SEEFOR
B. J. FREDERICKS
WILLIAM T. ROSS
C. H. JONES
CHARLES N. PAKNE
ARTHUR COBB
EDWARD KOML
TYION E. FOLTS
FAUARA

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

GALVESTON MARINE HOSP.

MICKEY FOLAN
D. B. MILLER
D. B. MILLER
A. J. LAPPEROUSE
R. C. PAPPAN
TUTTLE

SAVANNAH HOSPITAL

J. NEELY
W. REYNEN
J. CHAFFIN
TROY THOMAS
J. J. FERGUSON
G. R. ANDERSON
JAN. V. ROOMS

MOBILE HOSPITAL

J. B. McGUFFIN
A. C. McALPIN
D. W. McDOWELL
T. HENDRICKS
J. W. MACKIE
R. A. YEAGER
M. DUMESTRE

BRIGHTON MARINE HOSP.

E. J. DELAMANO
JOHN J. GEAGON
JOHN SCULLY
ROBERT LORD
RUSSELL MEARY

ROU Scores West Coast Charter

NEW YORK — The AFL Maritime Trades Council was asked this week to officially protest to AFL President William Green, and to Daniel Tracy, President of the International Brotherhood of Electrical Workers, against the granting of an IBEW charter to CIO Radio Officers on the West Coast.

In a letter to the MTD, signed by Fred M. Howe, General Secretary-Treasurer of the ROU, it is pointed out that the AFL Radio Officers' Union has had jurisdiction over Marine Radio Officers since 1937, and characterizes the West Coast move as an "invasion."

Brother Howe also states that the "ROU has maintained three offices on the West Coast for some time and we have spent many thousands of dollars in our endeavor to organize CIO Radio Officers. Just as we are about to succeed, the IBEW, through Local 6 in San Francisco, came to the rescue of the hard-pressed CIO Radio Officers and took them in. This, if successful, will negate all the hard and costly work which we have done."

MAKING THEIR POINTS



Bosun Roland Strom, right, an SIU oldtimer, took the deck as a member of the New York Committee on Uniform Registration Rules and explained to the group his views on what rules should govern registration for the Deck Department. Brother Strom will be remembered for the excellent job he did in organizing during the Isthmian campaign. He was on quite a few Isthmian scows, as a volunteer, and made many friends during that time.

Another Brother who wanted to be heard on the Rules was William Dunham, above, Steward. He is shown driving home a point as the Committee heard discussions on the Rules changes affecting the Stewards Department.



Pressure Works Again: Aramco Opens Building For Men At Ras Tanura

The days when seamen sailed into the Port of Ras Tanura and there, within sight of land, spent one week to a month without shore leave, are at an end. Word has been received from the Arabian American Oil Company (Aramco), that an air-cooled portable building is being erected on the North side of the East Pier approach for the recreational use of the ships' personnel in that port.

The building will be surrounded by a fence which will have easy access from the East Pier, and will be equipped with toilet and shower facilities, a bar for serving soft drinks and beer, as well as a gas plate for preparing hot dogs and hamburgers.

In addition there will be a swimming pool, card and game room, and clothes lockers and a change room so that the seamen can change into swimming trunks.

FAR CRY

That's a far cry from the old days. Now at least, although the men still won't be allowed to go into town, they will have a

place to relax and enjoy themselves.

It took quite a lot of pressure on the part of seamen to bring about this change. For some time now the LOG has been running letters and articles about the horrible conditions in Ras Tanura—such as the one on this page by Brother Bill Champlin—and it is high time that Aramco made the necessary improvements.

The new building is supposed to be in use already, and it is expected that an SIU crew will soon send in pictures and a story for the LOG.

US Exports Fall To Half Of 1947

American exports have dropped to less than half the rate prevailing in 1947—which is, of course, the answer to the question, "What's the matter with shipping?"

The statistical picture can be seen in the figures gathered by the railroads. On a typical day, recently, 2020 freight cars came into all U.S. ports loaded with goods for shipment overseas. A year ago the number would have been about 5,000.

Though it may not be apparent to seamen on the beach, New York actually is holding up a bit better than other ports.

To revert to the railroad figures, New York is getting about 600 carloads of goods each day for export compared to 900 a year ago.

Thus New York is running at about two-thirds of last year's rate, while other ports are down to a little more than one-third.

NO BUCKS

Just why this has happened is fairly clear. Despite a worldwide demand for American goods, practically nobody in Europe, Asia, Africa or South America can write a check that will be honored by a New York bank. In other words, there is a severe shortage of dollar credits.

The slowness with which the Marshall Plan is getting under way has made overseas buyers reluctant to put out what few dollars they have. They want to hold the credit until they know what they can get under the Plan.

Another thing that may have held up shipments has been the export licensing procedure put into effect by the Department of Commerce. The Department now requires special licenses for almost everything that goes, and it takes a lot of time to cut through the red tape.

When the Marshall Plan credits appear in abundance, maybe they will make the difference, but nobody is as certain as he was a couple of months ago.

About 200 million dollars worth of Marshall Plan goods already have been allocated, most of which will be shipped from the U.S., the rest of it from Canada and South America. But allocation is one thing and shipment is another.

Brother Writes Of Old Days In Ras Tanura

By G. W. (Bill) CHAMPLIN

The question of shore leave in the ports of the Arabian peninsula is an ever recurring one.

Moreover, it is an issue of some complexity, involving as it does Saudi Arabia (as tampered with by the Arabian-American Oil Company), and the allegedly independent small countries of Yemen, Oman, Qatar, Bahrain and Kuwait, all of which are more or less dominated by Great Britain. The picture is further complicated by the rules of Mohammedan religion.

The sorest spot of all is, of course, the Arabian-American Oil Company (Aramco) port of Ras-at-Tannura, more commonly called Ras Tanura, in Saudi Arabian.

In this port, freighters lie for an average of a month at a time, sometimes at the dock which they must leave whenever a high-test tanker comes in. Away from the dock they anchor and discharge to lighters. During this stay of 30 days or more, the licensed personnel are allowed ashore. The unlicensed crewmembers spend the whole time aboard ship.

POINT O' SAND

I have talked with Seafarers who have seen enlisted men from U.S. Navy vessels on the streets of the town. And as reported by this writer a couple of years ago, the crew of the SS Shickshinny once tried to do something about getting merchant seamen ashore.

The Shickshinny crew did succeed in turning up a considerable amount of most interesting information which I have taken every opportunity to augment during the two-year interval.

Briefly, Ras-Tanura is a company town and nothing else. Without Aramco, it would be what its Arabic name means:

Point of Sand. However, it does contain excellent recreational facilities which the oil men do not wish to share with American seamen. To accomplish their end they have induced the local chief-of-police to deny seamen shore leave. Naturally the chief-of-police knows which side of his bread is buttered.

The technique used by the chief to justify his rule is to blame the Mohammedan religion. It is alleged that the Americans drink in front of the Sons of Allah, thereby corrupting them.

Now it is true that the Koran, the sacred book of Mohammedanism, forbids the use of spirituous liquors by the Faithful, and in Saudi Arabia, King Ibn Saud rigidly enforces the Koranic law.

TOUGH RAP

I forget whether the penalty for drunkenness is death by strangulation or by decapitation or whether it is something slightly less severe. Nevertheless, you should see those same "sons" soak it up when they come aboard a ship and get hold of a little something out of sight of their countrymen. The "corruption" angle doesn't amount to too much.

Before the advent of the oil men, the principal income around those parts was derived from services to pilgrims to Mecca, the Mohammedans' sacred place. And all formal rituals of religion must be maintained since religion itself is still big business in Saudi Arabia. But it is Aramco in the end, not religion, that keeps the seamen from having shore leave in Ras Tanura.

In the Red Sea port of Jeddah (sometimes spelled Yeddah) you would expect the religious issue to be raised even more strongly, for Jeddah is the port of entry for the two sacred cities of Mecca, and Medina. Nevertheless,

American seamen are given shore leave freely in Jeddah which just about knocks the Ras Tanura police chief's idea into a cocked hat. In view of the obvious discrimination against American seamen in Ras Tanura, I say that the police chief is an outright phony.

ISTHMIAN PORTS

Recently I submitted a proposal to the effect that the MM&P be contacted, and that a joint SIU-MM&P committee be selected to request the Isthmian Steamship Company to cooperate with us in getting short leave for Isthmian crews hitting Ras Tanura.

Isthmian has a virtual monopoly of American dry cargo business in the Red Sea, the Gulf of Oman, the Persian Gulf and the Shatt-el-Arab area. It certainly is to the company's interest to have contented crews, and freighter crews are the ones most affected by the protracted lack of shore leave. As a Bosun I believe that any Master or any Department head, licensed or unlicensed, will agree with me in this.

Personally, I know nothing about Yemen. There are no oil ports there, so I would presume that shore leave would be allowed. As to Oman, Qatar and Kuwait, my information has been gleaned from others.

However, the frequency with which American crews are reportedly denied shore leave while their British counterparts are permitted ashore makes the matter look like an old British trick which is something to be taken up with the State Department in Washington.

From personal experience, I know the above to be true in Manama, capital and principal port of the island country of Bahrain. In fact, the old Shick-

shinny was the second ship to tie up at the new dock in Manama.

Reverting to Ras Tanura, let me admit that the oilmen are undeniably well within their rights in excluding whoever they choose from their private club. That's not the point.

I have talked with many seamen who would be willing to chip in what it takes to erect a seamen's club at Ras Tanura. There are many men like myself who would like to sail the Persian Gulf in the winter months but who refuse to face long months aboard ship with no shore leave at all, and land in sight. We want the shore leave, but nobody insists on access to the oil men's clubhouse.

Of course, opposition to any such plan could be expected from the type of Master who makes a practice of buying beer ashore and selling it through the slop-chest at a handsome profit.

"No shore leave" is his meat.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

HERE'S WHAT I THINK...



QUESTION: Do you think there should be a uniform system of job registration for all ports, instead of the present method of separate rules in each port?



N. J. MOORE, Pumpman:

Sometimes it's pretty confusing when you come into a strange Hall to register. You don't know the local rules and you get completely balled up. I have shipped out of Boston a lot, but now I'm in New York where the rules are different. Recently I shipped out of Baltimore under a third set of rules. It certainly is my opinion that things would go a lot smoother up and down the coast for those of us who ship from more than one port if we found the same rules everywhere. A lot of people agree with me according to some of the views I've heard.

VIC MILAZZO, Steward:

The shipping rules certainly ought to be uniform for all ports. If they were, then you would always know where you stood and what you had to do if you came into a strange Hall. Now if you are used to shipping from one Hall and, for one reason or another, you find yourself in a Hall down the coast, you can get so balled up you don't know what's going on. Mostly I ship out of New York, so I go by one set of rules. But I've heard a lot of discussion of this question aboard ship in meetings and bull sessions, and I'd say that uniform rules are what the boys want.

VIRGIE SWANSON, Steward:

I believe the registration rules should be the same in all ports. While I have shipped only out of Philadelphia and New York, where the rules are the same, I believe all ports should fall in line under one standard procedure for registration. Here's an example which doesn't pertain to registration, but I believe it is typical of the different setups in the ports. In Mobile I found that I could reclaim my shipping card within ten days. In New York, however, the limit is fifteen days. A uniform setup in all ports in this case would have greatly lessened confusion.



JAMES MOORE, AB:

One over-all system would certainly put an end to the confusion which sometimes comes about as a result of one port having slightly different rules than another. It would also do away with the possibility of a man finding himself unable to ship in one port after qualifying in another. I'm also in favor of the motion carried a couple of meetings ago whereby a man can register in only one rating. Because of the tough shipping, a general tightening up of the registration rules would make shipping easier for the majority of men, especially those not holding the higher ratings.



JOHN CHAKER, Deck Eng.:

Yes. All ratings above Oiler should register together, and all ratings below Oiler should register together. That way it would give everybody a chance to ship out. Seamen do not always ship out of the same port, but they all belong to the same Union. So, when they get into a new port they should know that the conditions of registration will be the same as the port they last registered in. That way a man does not have to worry about doing something wrong in a new port that would cause him trouble because of a difference in local rules.



ROBERT PERRYMAN, AB:

I don't believe that a uniform method of registration that applies to all ports is necessary. The present way of handling the registration problem by each individual port seems to me to be the proper way. Each port has its own problems in shipping, and I think that the rules should fit the problems of the various ports. As is to be expected some ports will have a greater number of men on the beach in proportion to the jobs available, and others will have less. The rules for registration should be shaped accordingly.



Negligence And Indifference Take Another Seaman's Life

Negligence and indifference has cost the life of another seaman.

Rolfe Nelson died June 10th aboard the tanker SS Lake George, as a result of injuries sustained in a fall while cleaning tanks.

His life might have been saved, according to Sidney Lipschitz, who notified the LOG of the accident, had proper tank-testing equipment, and a pulmotor been aboard at the time—or had the British authorities at Gibraltar deemed a seaman's life worth sending out a plane and doctor to the ship in response to Captain Cooper's radio plea for aid.

Nelson, a 20 year old ex-navy man, was making his first trip

aboard an SIU ship. He was well liked, and his violent death was a shock to his shipmates. He is survived by his parents, Clyde and Rose Nelson, Pt3, Box 15, Petaluma, Calif.

NOT TESTED

The tank had not been open very long and had not been properly tested, when Nelson was sent below to clean it. He came up several times for air before calling to the AB in attendance on deck to send down a hose.

Shortly after he failed to respond to a call. The AB on deck went into the tank and made a quick search. Failing to find him, he notified the Chief Mate, who went into the tank with a respirator mask and carried Nelson from the tank bottom where

he had fallen. Rolfe's face was bruised, his left leg broken, and he was bleeding from the nose and mouth.

Despite the tireless effort of officers and crew, who worked for six hours to revive him, Nelson died while the ship speeded toward Lisbon for help, where Captain Cooper had headed after failing to get aid from Gibraltar.

The Purser did all he could with what he had on hand, and the 2nd Assistant Engineer wore himself out with continuous work of respiration. The crew feels that had a pulmotor been available at this stage his life might have been saved. The SS Lake George, operated by U.S. Petroleum Carriers, 52 Broadway, New York City, is outbound on a long trip.

Though no law or agreement now requires the carrying of pulmotor equipment at the present time, this matter has been turned over to the negotiating committee for reference in drawing up future contracts.

Waterman Buys Floating Dock

MOBILE — The Waterman Steamship Corporation announced that it had purchased a floating drydock from the Federal Shipbuilding and Drydock Company of Kearney, N. J.

The drydock has a lifting capacity of 8,500 tons, is 437 feet long and 85 feet wide. It is now being towed from Kearney to Mobile and will arrive about July 10.

The dock will be used by the

Congress Kills Ship Bills In Rush To Quit

WASHINGTON—Measures destined to bolster the ranks of the crippled American merchant marine through the construction of new passenger and tanker vessels made every hurdle in Congress but the last one. The bills went down the drain when the Senate Interstate and Foreign Commerce Committee pigeonholed them in the rush to adjourn last week.

Supported by the Maritime Commission and the entire maritime industry, the bills called for the construction of 18 to 20 new passenger vessels and the equivalent of 40 T-2 tankers.

Shipbuilding would have been encouraged by the granting of flat 50 percent construction subsidies for all new ships approved in the next three years.

In the House the bills were passed without objections, and were scheduled for quick adoption by the Senate, but the rush of bills at the last minute killed any chance of their getting full approval.

CHANCES SLIM

The only hope for adoption of the measures depends on a decision by Congress to reconvene between or after the Republican and Democratic conventions.

Important for seamen and the maritime industry in general were the proposals to subsidize the construction of American-flag passenger liners, the one shipping category in which the U.S. merchant fleet is notoriously and shamefully deficient.

A number of steamship companies, including the Mississippi Shipping Company and a couple of other contracted companies, have indicated an eagerness to build new passenger tonnage, the stumbling block being the high price of building.

The companies want the government to pay 50 percent of the construction cost for ships to be used on both coastal and foreign runs.

If the legislation proposed to Congress had been enacted, the 50 percent subsidy would become a reality, as would various new indirect subsidies.

The subsidies would have guaranteed jobs for thousands of American seamen, and would have kept the American flag on the high seas in a class of ships widely regarded as essential to the national defense.

One remote possibility of gaining the funds necessary to build needed passenger ships was the method attempted this week by American President Lines.

In a direct appeal to the President they called for the granting of construction money from emergency funds in the interest of national defense.

Gulf Shipbuilding Corporation, a Waterman subsidiary, for the re-conversion of ships that have been or will be purchased by the parent company.

Waterman also announced that it expected to acquire another such floating drydock in the near future. The one now being delivered will be finally located at Chickasaw, Ala., six miles above Mobile on the Chickasabogue river.

Not Many Payoffs, But Mobile Gets Itself Two Fouled Up Ships

By CAL TANNER

MOBILE—Last week shipping here awhile before going out in this port reached a new low, with this branch shipping exactly 81 men.

There were four payoffs, two sign ons and two ships in transit and that was all.

The four ships paying off were the Cape Edmont, Alcoa, along with the Governor Sparks, Governor Houston and the Morning Light, all Waterman vessels. The sign ons were the John Isaacson and the Runner, both Alcoa. The ships in transit were Maiden Creek, Waterman, and Isthmian's Steel Recorder.

The payoffs on the Morning Light and the Cape Edmont were very smooth, but we found the two Governors, Houston and Sparks, as fouled up as Chinese boat drill.

On the Sparks, the Skipper tried to run the Stewards Department. As a result, the ship came in with 1,100 disputed meals. We settled them for half because the crew had failed to keep meal tickets for the remainder.

This ship was also reported out of chow and out of smokes. Where smokes went to was the sixty-four dollar question.

When the ship left Mobile, she was amply stored with cigarettes for a voyage of the length scheduled. A check on the slop-chest revealed that no member of the crew had received more than a carton and a half a week.

WHODUNIT?

The Skipper was the only man who possessed a key to the slop-chest. Nevertheless, an awful lot of cigarettes did disappear, and toward the end of the trip the boys were sniping butts from the deck.

The Sparks was also hungry. The crew claimed that the Skipper refused to buy food when he had the chance to, and that the Steward did not do his job right. In fact, charges have been brought against the Steward.

The Sparks is going to be

here awhile before going out again, and we will take the opportunity to get her completely straightened out.

The Houston was fouled up just as badly. There was a 1,500 hour beef in the Deck Department involving gangway watches. The crew stuck together in a fine display of SIU solidarity. The boys just refused to pay off until the beef was settled.

BUILDING TRADES OUT

It looked at the end of last week as if we were going to have a strike of the aluminum workers at the ore plant here.



Of course, that would have been a matter of concern for the seamen on Alcoa's bauxite ships. However, at the last moment, the strike was postponed.

A work stoppage affecting a lot of AFL members in Mobile is the strike of the Building Trades Council of the Mobile Central Trades Council to which the SIU belongs. The men have been out a couple of weeks since their contracts ran out. Right now they are negotiating with the companies. We'll help them if they ask us to.

There are plenty of oldtimers around. Charlie Kimball, who used to be Agent here, Elmo Bailey, Joe Crawford, Butterbean Davis, J. Albritton, J. McNellage, L. F. Davis, D. Stokes, A. Milne, Geechy Burdick, Red Whidden, W. Graddick, J. W. Johnson, J. Reilly. They aren't the only ones. We have about 700 men on the beach.

Crowded Beach Is No Help To Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—We have to admit that shipping was a little bit better here this week, since we had 10 payoffs and eight sign-ons, but there are so many men on the beach that things are pretty tough.

As usual, when things are only fair or worse, it is the Ore Line that is saving us from disaster. There were three Ores paying off and signing on, which made all the difference in the past seven days.

Of course there have been some ships in transit, Alcos for the most part, which touched here to load. This is an important loading port for Alcoa.

There were plenty of beefs on the ships we've had, but most of them have been on the Calmar scows. On one ship, the Mate wanted the OS on watch when he woke him up in the morning.

That coffee was to be there, the Mate insisted, as soon as he opened his eyes. Well, he got his coffee, and we guess he

thought he was getting away with something. When the ship paid off he found out different.

The boys put in for overtime and that is when the fun started. You may be sure that they collected—for every last hour. And we think that the Mate will be a little hesitant about trying to make flunkies out of Seafarers from now on.

One bit of trouble we had was on the SS Marine Runner, a Robin ship. The Stewards Delegate was gassed up for the payoff—and, if it hadn't been for the Steward himself, the department overtime would have been in a bad snarl.

Luckily, the Steward was able to lay his hand on all the records and had the books ready, although the Delegate was out cold. When the Delegate came to he found a good stiff fine against him.

Things are in good shape here, except for the big number of men on the beach. We don't know where they come from. Anybody who told them shipping was good in Baltimore gave them a bum steer.

Even when we have a fair week we can't make much of a hole in the shipping list with so many men piling into town all the time.

The boys in the Baltimore Hospital are getting along fine and looking forward to shipping again. They get good care at the hospital here.

Stewards Department And Paint

The LOG has received several letters recently, asking for a clarification on Stewards Department men painting. The answer is: NO! THEY DON'T!

The Stewards Department has plenty to do to take care of their own work without taking on a job entirely alien to their normal duties. This matter was clearly discussed on page four of the LOG for March 26 by New York Patrolman Freddie Stewart; but just for the record the LOG has again checked with the Headquarters office and here is the dope:

The Union has fought to free the Stewards Department from the responsibility of painting in addition to their regular duties. At the same time the Union has obtained many improvements in the working conditions within the Stewards Department which allows for a fair proportion of overtime. So, to protect your working conditions and your contract do your own work, and let the other departments do theirs—which includes all of the painting!

AROUND THE PORTS

Bureaucrats Claim US Has Ship Shortage

By JOE ALGINA

NEW YORK — Seamen have heard a lot of double-talk lately on the use of American ships in the carrying of Marshall Plan goods, but the latest news out of Washington tops it all. A spokesman for the agency set up to handle the flow of relief goods to Europe says that due to the growing shortage of American ships it will be difficult to make sure that 50 percent of the goods are carried in American ships.

If the guy wasn't serious it would be good for a laugh but, unfortunately, this talk of a "shortage" looks like another scheme for transferring all goods in foreign bottoms.

In pushing the bill in Con-

gress they tried to move all goods in foreign bottoms, but Congress stipulated that half would go in American ships; now they think they've found another means for getting around the law.

Maybe somebody will tell this "spokesman" that the coastal

The committee met and drew up a report which will be submitted to the membership for approval at the next meeting.

This same procedure is being followed in all outports. Rank and file committees are meeting and will make reports to the local membership for approval.

Following this, the reports will be forwarded to SIU Headquarters where a rank and file committee will meet to consider the recommendations from all ports and submit a standard procedure for registration in all ports.

This, too, will be submitted to the membership in all ports for approval.

Action on registration in all ports has come about as a result of the Agents Conference, and is expected to clear up a lot of misunderstanding and confusion along the coasts.

WAIVER EXPIRES

While on the subject of jobs, it might be wise to point out now to the alien brothers that on July 15 the shipping waiver on aliens expires.

After that date aliens will be allowed to constitute but 15 percent of a crew instead of 25 percent as is the present rule.

The Union fought a long battle for citizenship for aliens who sailed during the war. Nothing, unfortunately, was done in their behalf by Congress. The only thing that can be done now is for all aliens eligible to immediately take step toward procuring their citizenship papers.

Shipping for aliens has been tough and with the reduction soon to go in effect they'll find themselves slowly squeezed off the ships. It's a hell of a situation, but one the Union can do little about.

Just a couple of words on unusual situations before signing off:

BUM BEEF

In the past we have always urged Seafarers not to beef when a Mate works on deck, but to put in for the overtime pay.

We didn't think it would be necessary to say this, but make sure the Mate is aboard ship when putting in for work done.

Deck men from an SIU ship recently put in for overtime work done by the Mate on deck. It backfired, though, when it was proved that the Mate was ashore. There were some very red faces at that payoff.

In another case on the Andrew Jackson, a small fire broke out while the ship was in the Far East. In battling the flames some of the cargo was heaved over the side.

The Skipper, seeing the stuff floating in the water, collared one of the deck men and told him to jump overboard and rescue the cargo. He wanted it for evidence, he said.

The man jumped overboard and reclaimed the cargo all right. The question then arose as to how he was to claim overtime for his feat. Should he put in for jumping overboard or for bringing stores aboard ship? He settled for the latter and collected.



rivers are full of ships rusting away for lack of cargoes and they can be fitted out for duty within 48 hours.

DECK MEN

As was reported last week here, shipping in this port remains at a standstill. The only men to enjoy any sort of good shipping are the bookmembers shipping on deck.

We've managed to send out a good number of deck department men, but men in other departments have had a long spell of cooling their heels.

A few of the good ships in this week were the Andrew Jackson and Wacosta, Waterman; and the Steel Navigator, Isthmian. All three paid off in good shape and will be ready to go out again in a short while.

The Patrolmen also handled a few Bull Line vessels in from the Island run. These ships run like clock work and rarely give the Patrolmen any trouble.

The Evangeline is back in the service, too. She's cruising the southern waters once again. Her crewing up helped take a few of the men off the beach here.

Over all, the shipping scene here is not too bright, and there is little hope of it improving in the near future. It looks like we will be reporting slow shipping for several weeks to come.

REGISTRATION RULES

At the last regular membership meeting in New York a rank and file committee was elected to draw up new rules for registration in the Port of New York.

Port Galveston Keeps Hoping ERP Will Boom Gulf Shipping

By KEITH J. ALSOP

GALVESTON—Shipping here has been very poor and doesn't look very promising for the future. That is, unless the long delayed Marshall Plan goods start moving now that Congress has finally put up the money.

If the ERP goods start flowing to Europe, we stand to benefit a great deal by it through grain shipments.

In the meantime, though, we are not enjoying the slack shipping. Payoffs for the week here were the Zebulon Pike and John LaFarge, both Waterman, and the Cahaba, Navy tanker operated by American Pacific.

The only trouble encountered on these ships was a belligerent, wrench-swinging First, who had been chasing crewmen around the deck brandishing his trusty stillson.

He may be still lugging the wrench with him, but if he is his only targets are gimball mirrors; he's no longer on the LaFarge.

Along with the sign-ons the Zebulon Pike and Cahaba, we also sent nine men out to the Mostank, tanker of a newly-organized company. She came in in

good shape and looked every bit like an SIU ship.

TANKERS ONE-SIXTH

That organizing the tanker companies is a very wise move is shown by the tanker activity in this port. After a little volun-



teer scouting around by the Galveston membership, it has been found that one-sixth of all American shipping in this port is by unorganized tankers. It just takes time, but we'll soon train our sights on these outfits too.

The Texas State Federation of Labor is holding its annual convention in Fort Worth this week and representing the Seafarers is Val James, who was nominated and elected by the membership here to serve as our delegate.

By next week Brother James will return with his report of the convention's proceedings. This should be interesting, inasmuch as the Taft-Hartley Act is now causing a lot of trouble in labor circles in this State.

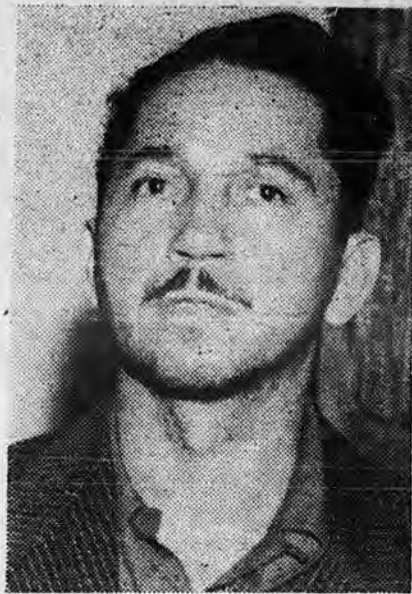
Unions down here are not any more receptive to the law now than they were a year ago, when it was passed. In fact, now that the full effects of the law are being felt, they're plenty sore.

No matter how sore they get, they're no sorer than we of the SIU are. Every meeting here sees a good number of members hitting the deck to comment (that's the polite word) on the law.

Every Seafarer in this port is ready for an all-out fight for the Hiring Hall, and they're ready to go down the line for nothing less than what we now have.

Just in case you're curious as to who some of the men are down here at the moment, here are a few: William Baker, J. J. Word, F. Cooper, Willie Speaker and G. Ellebracht.

Wants Uniform Rules



Candelario Ramos, FWT, says he would like to see one set of registration rules applied in all ports. With varying procedures in several of the ports, Ramos says, it is easy to get fouled up. Committees are now preparing proposed changes which may lead to uniformity in registration, depending on final action by the membership.

Philly Convention Festivities Leave Local Seafarers Cold

By LLOYD GARDNER

PHILADELPHIA—There may be a lot of happy hooting and hollering in this convention town this week, but none of it is coming from the Hall of the Seafarers International Union. Bum shipping doesn't make for cheers.

Shipping in this port has dropped to almost zero, with not a single ship in for a payoff this week. The Dispatcher's board has never been so bare.

As long as we cannot report anything on shipping—other than we hope for a pick-up next week—a word about the boys in Congress, a good number of whom are here this week, seems appropriate.

They are out of school now and are running to their conventions to make pretty their dirty work over the past months. We wish a couple of them would take a breather from the smoke-filled rooms and walk along the Philly waterfront.

There they would find plenty of cargo going aboard ships, but the ships wouldn't be American. For that they could pat themselves on the back.

PROTECTED NO ONE

These, our elected representatives, are supposed to protect the interests of the American people, but the deliberate scuttling of the promised large post-war American merchant marine is damn poor protection. They did a better job of protecting the transfers of American ships to Panamanian and Honduran registry.

Nope, nobody around this Hall is particularly concerned about what is now taking place in this fair city. It doesn't matter which faker they put up for the nation's biggest job, Joe American and especially Joe Seaman will get it in the neck.

That's all for now, except to say we are at long last enjoying some very fine weather, also some very fine ball games. We don't care to say anything about our amazing Athletics until we have seen how they make out in the Cleveland Series this week-end. (Ed. Note: Hang out the crepe, Blackie; Cleveland swept the series, 3-0.)

Isthmian Ties Up Two On Coast

By STEVE CARDULLO

SAN FRANCISCO—Isthmian is tying up some ships out here. This week the SS Rider Victory was brought down from Seattle, and will pay off with transportation to the East Coast. The SS San Angelo Victory will do the same.

On another ship, the SS Henry K. Lindsley, there was an odd situation that didn't look too good. As soon as the ship hit the dock, the men disappeared into the woods and returned at their own leisure.

There were plenty of beefs on the SS Kelso Victory, most of them against the crewmen who had fouled things up and been logged. The payoff was a little better than the one on the Lindsley, however. We had one A&G man present!

There is a bright side to things out here. We crewed up the SS Strathmore, formerly the A. J. Berres. This is the first tanker of the Strathmore Shipping Company.

General Steamship is handling the ship for them on this coast. The boys expect to make Curacao, Buenos Aires and plenty of other good ports, the lucky stiff.

We understand that the SUP

broke ground for their new building the other day. We hope they have better luck with the new location than they had with the other one.

Roy Pierce called from Vancouver about a beef aboard the SS Kenyon Victory. We'll check thoroughly when the ship reaches this port where she originally crewed up.

We'll see what all the facts are and tell you about them another time.

SS Ponce Ends Shipping Dearth For San Juan

By SALVADOR COLLS

SAN JUAN—A week of no payoffs for this port will come to an end tonight when the SS Ponce arrives in San Juan. That news alone should make it evident that shipping is very slow in this area.

We did have some ships in. The Kathryn, Morning Light and Carolyn hit port, but the replacements called for were few. On the Carolyn the Chief Cook became ill but didn't want to get off. We convinced him that he would be well taken care of here on the Island, so he went ashore.

In the shoregang department down here, we have been encountering some difficulty with the men sent out to do the work on the ships. For some reason the performers on the beach think shoregang work is just a lark and an excuse to do a little hell-raising.

Last week several men working on the Kathryn were canned for not doing their work. They deserved to get the sack. Maybe this will serve to teach the other gashounds around here that shoregang work is the same as that aboard ships, and that the SIU does not tolerate foul balls in either job.

ILA TO STRIKE

On the local labor scene we are awaiting the ILA strike call. The operators have coldly refused all of the Longshoremen's demands, so it seems only a matter of time before they'll be out on the bricks. Needless to say, we'll be supporting them all down the line.

To cap the week's report here are the names of a few men taking life easy down here at the moment: T. Chambers, C. H. Hawley, Johnny Dean, Juan Rios, A. J. Thomas, Juan Sanches and J. Negron.

150 Passengers Drown As Danish Ship Strikes Floating Mine

The war is still on off the coasts of Europe so far as seamen are concerned, and it will be until the last drifting mine is swept from the water.

Time and again since the end of hostilities, newspapers have carried stories of ships blown up by mines. Last week disaster struck again. A Danish passenger vessel, the SS Kjoebenhavn, struck a mine in the Kattegat early one morning and as many as 150 of the 400 passengers and crew may have lost their lives.

A small ship of only 1,668 tons, the Kjoebenhavn sank in 10 minutes. There was time to launch only two life-boats, and people leaped into the water in an effort to save themselves. Most of those who died were drowned.

About 200 of the people aboard were reported to have been asleep when the mine exploded. Some of them, traveling steerage, were sleeping in deck chairs. The ship was proceeding from Copenhagen to Aalborg.

The accident recalls many another of a similar nature occurring in the nearly three years since the war's end, some of them to SIU ships.

That a ship should strike a mine at this late date in the busy waters of the Kattegat should make seamen wonder what the International Mine Clearance Authority is doing. Two years ago, the Authority, whose headquarters is in London, assigned areas for the world's navies to clear, but apparently the job is not finished.

High Court Throws Out T-H Gag Test Case, But Dodges Full Issue

One of the more vicious provisions of the Taft-Hartley Act took a beating from the Supreme Court of the United States the other day. However, because the majority of the Court refused to face the issue squarely, labor will have to recognize that it cannot count on the Supreme Court in fighting the obnoxious law.

Specifically the Court dismissed an indictment against the CIO in a test case brought by the Government.

Department of Justice lawyers contended that the CIO violated Section 304 of the T-H Act by publishing in its paper an endorsement of a candidate for Congress.

This section says that labor organizations—and corporations—cannot spend money in connection with Federal elections.

A lower court declared this provision to be unconstitutional.

Four members of the Supreme Court, Rutledge, Black, Douglas and Murphy, said that it was unconstitutional.

But the remaining five Justices, a majority of the Court, simply said that the Government had no case in this particular instance. They even implied that under other circumstances the law might be perfectly okay. In short, they were pussy footing.

What seems to be the truth is that the majority of the Supreme Court is prepared whitewash the Taft-Hartley Act right down the line. More evidence that this may be the case appears in the

fact that the Court said there was nothing unconstitutional about the provision barring unions whose officials do not file non-communist affidavits from using the National Labor Relations Board. Many officials who have had no personal misgivings to filing signing these statements have felt that the oaths violated their legal rights.

Frisco 'Free Port' May Help Shipping

SAN FRANCISCO—The long projected "free port" area was opened here on June 10. It is the third "free port" in the United States.

The free area is at Pier 45, and it was opened with a civic ceremony during which the Collector of Customs cut a white tape stretched across a warehouse entrance.

A "free port" is one through which goods can be transshipped without going through customs. Thus, a cargo of chemical products from Belgium consigned to Shanghai could now come into San Francisco on one ship, be unloaded in the free area and be loaded on another ship bound for China without incurring any customs charges.

San Francisco obtained a charter for such an area in an effort to build up shipping. Other free ports in the United States are in New York and New Orleans.

Check It—But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

Minutes Of A&G Branch Meetings In Brief

PHILADELPHIA — Chairman, Lloyd Gardner, 9697; Reading Clerk, W. Gardner, 42941; Secretary, Don Hall, 43372.

Moved and carried to accept all minutes except Boston and Galveston. One Brother, G. W. Jacobson, recorded as opposed to acceptance of Savannah minutes. Agent spoke on progress of negotiations with operators and the maritime situation in general. Report accepted. Motion carried to concur unanimously in resolution calling for the opening of SIU Hall on the West Coast. Motion by R. Oates to open Halls in all ports on West Coast. Amended to read: open Hall in Frisco now, and in other ports when business warrants it. Motion as amended carried. Motion carried to send all ships' minutes to SEAFARERS LOG. Trial committee reported findings in two cases. One man fined \$50 for refusing to do ship board duties and the other put on probation for one year for being re-



peatedly gassed up. Membership accepted and concurred in committee's findings. One minute of silence for departed Brothers. Motion carried to adjourn with 152 members present.

BALTIMORE — Chairman, Rentz, 26445; Reading clerk, Al Stansbury, 4683; Secretary, Ben Lawson, 894.

B. R. Mears took Oath of Obligation. Charges read against L. Gates and trial committee elected to hear case. Motions carried to accept all other Branch minutes except Savannah. Motion carried to non-concur with that part of the minutes concerning pulling book men off the ships, due to fact that the Agent in Baltimore and the Steward who had been pulled off investigated the matter and found that it was a company error. Motion carried to unanimously concur in resolution calling for SIU Hall on West Coast. Amendment: that Baltimore go on record as favoring establishment of Hall in Wilmington. Unanimously adopted. Agent Rentz reported on Calmar suit against the Seafarers concerning a ship in Boston. Suit is for \$12,500. Secretary-Treasurer is now working on it. Under Good and Welfare various members spoke on the good job the hospital committee is doing in the port of Baltimore. One minute of silence for Brothers lost at sea.

NORFOLK — Chairman, White, 56; Reading Clerk, Ben Rees, 95; Secretary, Bullock, 4747.

Motion carried to accept minutes of all other A&G Branch meetings. Unanimously adopted resolution calling for opening of SIU Hall in San Francisco. Voted to reinstate Herbert Lassiter upon presentation of proof that serious illness of both parents necessitated his being at home and taking care of the home and family. Agent reported on activity of Port of Norfolk during past two weeks. Good shipping has somewhat relieved backlog

A&G Shipping From June 1 To June 15

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	42	27	17	86	12	6	7	25
New York	307	251	269	827	128	121	157	406
Philadelphia	83	66	49	198	60	46	32	138
Baltimore	212	143	96	451	181	158	70	409
Norfolk	57	37	27	121	54	29	21	104
Savannah	53	39	28	120	33	32	25	90
Tampa	26	18	16	60	22	23	19	64
Mobile	218	245	229	692	110	85	70	265
New Orleans	222	175	220	617	162	128	153	443
Galveston	67	52	40	159	77	96	39	212
San Juan	15	4	14	33	16	4	14	34
Grand Total	1,302	1,057	1,005	3,364	855	728	607	2,190

NOTE: A&G men shipping on the West Coast are not included in this report.

of men awaiting jobs. Isaac Van Der Hoeven, C. P. Wingfield and J. S. Copeland took Oath of Obligation. One minute of silence for Brothers lost at sea. Meeting adjourned with 123 members present.

SAVANNAH — Chairman, C. Starling, 6920; Secretary, S. Heinling, 5368; Reading Clerk, W. L. Smith, 6970.

Motions carried to accept Branch minutes of all ports. Motion carried to accept and file Secretary-Treasurer's weekly financial report. Resolution calling for the opening of an SIU Hall in San Francisco carried unanimously. Motion by W. J. Morris that no SIU man should sail with Captain Shaw of the Felix Grundy — carried unanimously. Good and Welfare: Discussion on new West Coast Hall. On Savannah Hall, Agent explained that when lease is returned from Headquarters the Savannah Branch will transfer to its new quarters. Motion by Harris to have Savannah Agent contact the Mobile Agent in regards to the supposed contract on run jobs. Motion by J. W. Parker, carried, that a fine be placed against any man who hangs around a company office with port steward and port captain with the motive of finding out about replacements on various ships. Motion carried to adjourn.

NEW ORLEANS — Chairman, LeRoy Clarke, 23062; Reading Clerk, Buck Stephens, 76; Recording Secretary, Herman Troclair, 6743.

Motion carried to accept new business portions of all other Branch meetings. Under Boston New Business: Motion carried that port accept Boston New Business but the Secretary-Treasurer be instructed to have charges filed against former



Agent Mogan if the circumstances warrant such action. Under discussion it was brought out that the membership is damn tired of this man's dissension-spreading actions since being defeated for office. Agent reported affairs of the port as being in good order. Agent stressed importance of disregarding ginmill rumors concerning a strike and urged all men to get their information straight from the Union Hall. Charges read against

several Brothers and turned over to trial committee for action. Motion by Ferdensky, carried, that all lay-up jobs be considered the same as stand-by and only one be allowed each member until all have been given a chance. Under Good and Welfare it was pointed out that SIU men should refrain from riding Yellow Cabs while in New Orleans as they are finks. Agent instructed to take under consideration that the Hall be air-conditioned. Meeting adjourned with 360 members present.

TAMPA — Chairman, Bob Hall, 26060; Recording Secretary, E. R. Smith, 20057; Reading Clerk, R. L. Duke, 143.

Motion carried to read only new business of Branches holding regular meetings. Motions carried to accept minutes of other Branches. Agent reported shipping had picked up considerably. Reported that contractor had been called in for estimate on remodeling building. Motion carried to concur in resolution call-



ing for opening of new Hall on West Coast. Voted unanimously. One minute of silence for Brothers lost at sea. Good and Welfare: Numerous guys hit the deck and had something constructive to say on port activities and remodeling of building. Meeting adjourned with 67 members present.

MOBILE — Chairman, Jeff Morrison, 34213; Recording Secretary, C. L. Stringfellow, 125; Reading Clerk, H. J. Fischer, 59.

Motions carried to accept minutes of all ports having meetings. Motion carried to read the West Coast and Great Lakes minutes from the wall. Branch agent's report given and accepted. Motion carried unanimously to concur with resolution calling for opening of new Hall on West Coast. New Business: Motion by Patterson to instruct the Agent to buy a new water cooler, sound system and radio — carried unanimously. Motion carried to accept trial committee's report, except in case of A. Richards. Due to new evidence Brother Richards will be re-tried. Motion carried to adjourn. 239 members present.

SAN JUAN — Not enough members to constitute a quorum so no meeting was held. An audit-

ing committee was elected to check the books, bills and receipts. Robert Rivera, Guy Whitehurst and Antonio Cruz constituted the committee. The committee found everything in order and was dismissed with a vote of thanks. Agent reported to men present that reason for quorum lack was due to better shipping during the week.

GALVESTON — Chairman, W. W. Bryant, G-177; Recording Secretary, R. Wilburn, 37737; Reading Clerk, K. Alsop, 7311.

Galveston minutes, financial report, Secretary-Treasurer's report and Headquarters report read and accepted by membership. Motions carried to accept and file minutes from other ports. One minute of silence for Brothers lost at sea. Motion carried unanimously to accept resolution calling for opening of SIU Hall in San Francisco. Motion carried that Galveston Branch buy a new Hall. Motion by McCann that former Boston Agent Mogan, who was defeated in the last general election for office, discontinue his disrupting of Union meetings for the sole purpose of campaigning, and, further, that he be brought up on charges of conduct unbecoming a Union member. Motion carried. Good and Welfare: Discussion by the membership relating to the purchase of a new Hall. Meeting adjourned with 225 members present.

BOSTON — Chairman, Ray Queen, 34594; Recording Secretary, R. E. Gonzales, G-174; Reading Clerk, H. Cashman, 40363.

Motion carried to accept the minutes of all ports except San Francisco and to non-concur with that part of the Frisco minutes concerning charges. Agent reported on the beef on the SS Marymar, Calmar, which had been held up because of a food



beef. Company agreed to furnish necessary stores. He also reported on the negotiations for new contracts by Headquarters Negotiating Committee. Resolution introduced by Thomas Flemming calling for the issuance of books to men transferring from another maritime union, who have clearance from the 1946 and 1947 strikes. Motion by R. E. Gonzales, carried, that this resolution be referred to the 1948 Agents Conference. Resolution

calling for the opening of an SIU Hall in San Francisco concurred in unanimously. H. Young took the Oath of Obligation. Proposed agreement between SIU and Boston-Provincetown Company, which owns the St. Steel Pier, a seasonal ship, ratified by membership. Meeting adjourned with 182 members present.

NEW YORK — Chairman, Charles G. Haymond, 98; Recording Secretary, Eddie Parr, 96; Reading Clerk, Robert A. Matthews, 154.

All reports and other branch minutes accepted. Motion by Colucci that communication from Seafarer who had been tried in Mobile be sent back to that port for clarification. Once clarification is received, matter will be reintroduced to membership for action. Motion carried. Resolution from San Francisco concerning the opening of a new Hall concurred in unanimously. Resolution from Fort Bridger crew put to membership for discussion. Resolution called for the



Seafarers to "give all moral, physical and financial assistance possible to any boni-fide labor union embattled with the Taft-Hartley Law, and the forces behind it, to maintain a Union Hiring Hall and a closed shop." Those who discussed resolution felt it was of good nature, but because it is not specific it puts the Union in the position of writing a blank check for all unions. Also, due to the fact that the Seafarers has already pledged its support to other labor unions engaged in beefs of an economic nature, it is not necessary to reiterate the Union's position. Motion by Sanford that resolution be filed. Motion carried unanimously. Under Good and Welfare several matters discussed: possible affiliation of MFOWW to SIU, and the necessity of cooperation between districts of the International. Meeting adjourned with 1,268 members present.

Movie Schedule

"Second Chorus," a fast-stepping hit loaded with music, dance and comedy, and starring Fred Astaire, Paulette Goddard, Burgess Meredith and Artie Shaw and his band. Also "Music In America," a March of Time documentary revealing the births of the tunes peculiar to America.

This program will be presented for the membership on the 3rd deck of the New York Hall tomorrow:

SATURDAY, JUNE 26
at 12 noon.

All hands are invited to attend the movie tomorrow and every other Saturday. Enjoy the best available in sound film entertainment — at no cost — in the comforts of your own Union hall.

Watch this space each Friday for the announcement of the following day's program.



SHIPS' MINUTES AND NEWS

Afoundria Men Blast Use Of 'Slave Labor' On U.S. Ships In Hamburg

The Waterman Steamship company, and perhaps other American companies, are using what amounts to German slave labor in Hamburg, in the British zone of Germany, three crewmen from Waterman's SS Afoundria charge in communications received by the LOG.

Twenty or more German workers are brought aboard each vessel and paid about 16 cents a day apiece to paint, chip, scale and sougee. The result is that American seamen are out money and the Germans, far from being "liberated," are pushed into virtual economic servitude, it was stated.

The three Afoundria crewmen, E. Anderson, Johannes Norgaard and Jerry Palmer, pointed out that the work done by the Germans at coolie wages could be done by the American seamen themselves at American pay. If any work was left over, there is no reason in the world why it couldn't be performed by shore-side union labor in American ports, they said.

At the request of the three Brothers from the Afoundria, the material they submitted has been turned over to the Negotiating Committee.

The Afoundria men, analyzing the possible consequences of this vicious practice, say that it is of a lot more than local concern to crews touching at Hamburg. Brother Norgaard put it this way:

"Shipping is not what it used to be, and here is the very chance to create new jobs. At one time there was a lot of talk about a four-watch system. If ever we are to have such a system, we will have to stop this work on American ships by foreign labor in foreign ports.

"The membership of this Union should be made aware of the danger there is in 'slave labor.' This may be only a beginning and now is the time to stop it."

Stressing the same point from another approach, Brother Anderson said:

"The great danger is that letting them (underpaid Germans) do one type of work at those wages — namely painting, chipping and scaling — will lead to letting them do other types of work. If this slave labor is allowed to continue, manning scales will be cut down."

Brother Palmer declared that Waterman followed this practice of bringing German workers aboard only in the British-controlled zone. In the American-controlled zone, the company is barred from doing it by law, he said. Palmer stated that the possibility of a universal four-watch system is dimmed by this exploitation of cheap labor.

THE WHOLE GANG ON ISTHMIAN'S STEEL RECORDER



A good picture of the Steel Recorder crew taken at sea while enroute to the Far East. Shot was submitted to the LOG by Joseph Simmons. Kneeling in front, left to right: D. Coppola, E. DeBourbon, V. Mlynek, M. Rodriguez, V. G. Orencio, R. Figueiras, G. Molnar, C. Peterson, A. Torres and F. Ayson. Second row, standing: F. Wegscheide, E. H. Ander-

sen, H. Tillman, R. Herald, D. Reynolds, M. Mayoski, E. Corral, B. F. DeLima, J. Simmons, J. Perez and S. Cruz. Third row, standing: R. Hackes, M. Hinson, H. Cap, G. Woods, J. Carnera, A. Fernandez and H. Applegate. Last row, seated: P. Gerrigan, M. Greenwold and J. Celeste. Send pictures of all your voyages to the LOG.

Arizpa Men Claim To Be First Americans To Spot New Species Of Shark Off Canal

A new species of man-eating shark has been found in Caribbean waters, claims Seafarer Luis Ramirez in a letter to the LOG. Though known to Panamanian fishermen for some time, Ramirez believes his report of the new shark family is the first to reach the outside world and the attention of American fish experts.

The discovery of the alleged new type marine creature was made when crewmembers of the Arizpa, Japan-bound Waterman ship, hauled one aboard from waters near Colon, Canal Zone, after a furious tussle and consulted Panamanian fishermen for its identification.

According to Ramirez, the shark has been seen at frequent intervals in Caribbean waters since the end of the war in 1945.

Startling to the Panamanians, relates Ramirez, is the fact that some of those taken in tow were about to spawn, yet their teeth showed them to be only two years old. A shark adds a new row of teeth yearly.

PANAMANIAN VERSION

The true origin of the sharks is not known. The Panamanians, however, maintain that the new species developed from a less belligerent species aroused by eating well-seasoned Spanish seamen and passengers lost on ships hundreds of years ago in the Caribbean.

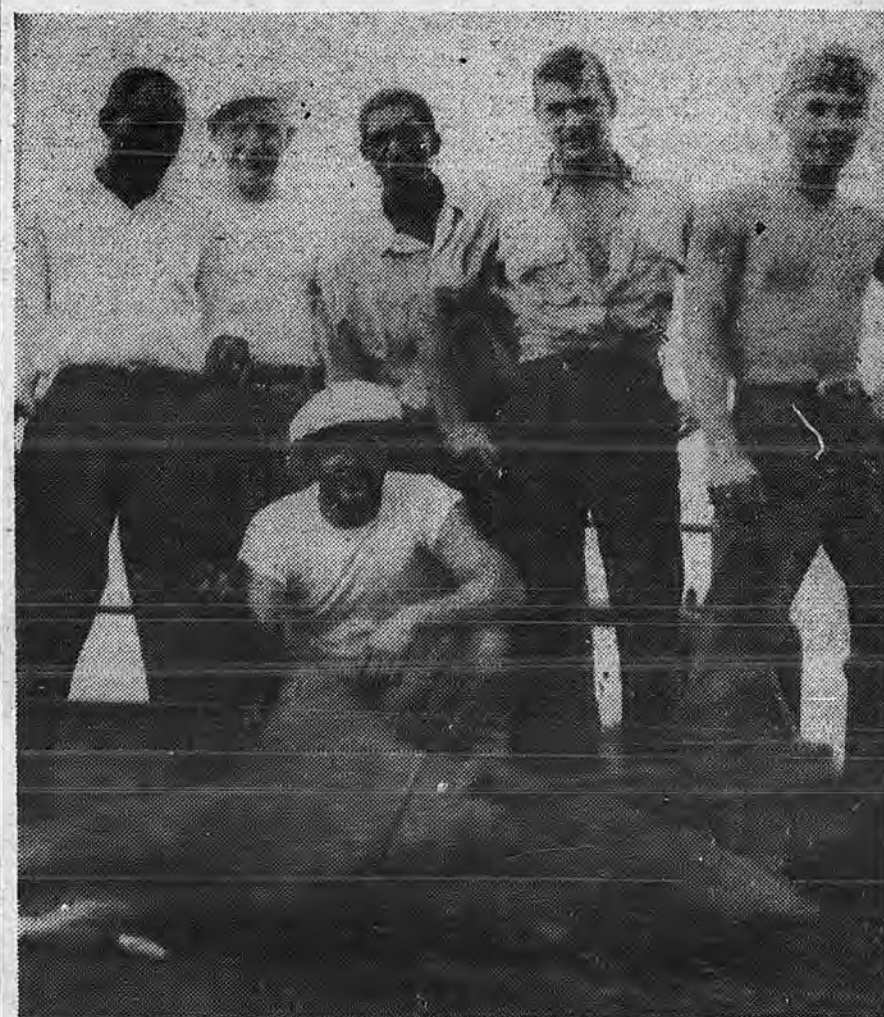
Chances are that the experts on marine life won't accept the Panamanian theory, but it makes an interesting tale.

COULD BE

When informed of the Arizpa crew's findings, the Museum of Natural History in New York stated that it was entirely possible that they had found a new species. From the Caribbean region the museum has received many reports of new species of all types of marine life, some of which have been found to be true.

Only a few months ago a re-

port of another new type shark found off the Bahamas was verified. The snapshots taken by the Arizpa crew will be submitted by the LOG to the museum for study. Maybe, if it is a new species, they'll name it the "sharkus marinus arizpus."



Surrounded by fellow crewmen and Panamanian fishermen, Seafarer Bob High kneels by the crew's prize shark and displays some of the heavy line used in its capture. Men standing are, left to right: A Panamanian fisherman, Anthony Tanski, another fisherman, Bud Benson and "Whitey," shot taken by Luis Ramirez.

Edgington Takes Shore Job, But Union Won't Lose Him

"Cut and Run" Hank won't be running this item in his column for awhile: "Brother Edmund Edgington, the Electrician, just blew into town with his moustache after a long trip," 'cause Brother Edgington is all set to keep his feet on dry land for at least twelve months, riding herd over a power plant for a construction company in Venezuela.

Taking an "extended vacation," as he put it, he'll fly down to Venezuela immediately to supervise the power plant of an LST being used to supply current for port construction apparatus.

After piling off the Knox Victory in May after ten months aboard, Ed decided to see what there was to the world besides salt water. He found that a construction company needed a Chief Electrician in South America. The deal sounded like a good one so he put in for it and was hired.

After signing a one-year contract with the company he put his SIU book in retirement, but that doesn't mean he's through sailing. "This deal might be good, it might be bad," he said, "but I intend to keep going to sea until they bury me in the briny deep. My book's in retirement but it won't gather much dust there."



EDMUND EDGINGTON

A veteran in the SIU, Brother Edgington joined the SIU at Philadelphia in 1938. During the war he was torpedoed while aboard the SS Carrebuille, off the coast of Puerto Rico. A holder of clearance for all strikes, he served on the Norfolk strike committee during the 1946 General Strike. When in the States he makes his home in Yonkers, New York.

Digested Minutes Of SIU Ship Meetings

ALEXANDER WOOLCOTT, May 2—Chairman Perez; Secretary H. Worm. All departments shipshape. Voted to notify Patrolman of Second Mate's neglect of medical care. Minute of silence for Brothers lost at sea.

TULANE VICTORY, May 1—Chairman Cox; Recording Secretary Fabricant. Deck reported 50 hours disputed, 24 of them blanket overtime. Engine reported 60 hours disputed. Stewards department okay. Motion by Brag, seconded and carried that trial committee be elected to handle allegedly offending Brother. Motion by Grebe, seconded and carried that performers be fined \$25, that men missing payoff be fined \$50, all fines going to hospital fund. Vote of thanks to Stewards department. Minute of silence for departed Brothers.



MOSTANK, May 8—Chairman E. L. Molina; Recording Secretary Jacob Merepelshie. All departments shipshape. Stewards and Deck showers to be fixed. Hot water to be maintained at all times. Foc'sles to be kept clean. Departments to rotate responsibility for recreation room, week by week. Minute of silence for Brothers lost at sea.

SEATRAN NEW YORK—May 19—Chairman R. Sweeney; Secretary C. Goldstein. New Business: Motion carried that Seatrain Lines and the SIU be informed that the new bunks being installed are very unsatisfactory. Motion carried that the company have keys made for each foc'sle. Brother Woods elected Deck Delegate. Good and Welfare: Brother Thompson voiced thanks to the membership for helping to keep the laundry clean. Good and Welfare: Several brothers expressed their opinions of two brothers who walked off the ship without securing replacements. One minute of silence for brothers lost at sea.

ROBIN DONCASTER, May 19—Chairman D. Stone; Secretary M. Miles. New Business: Motion by Wargo that crew not to pay off until a patrolman comes aboard. Motion by Miles that any charges against a crewmember not be discussed at the meeting but be referred through the delegates to the boarding patrolman. List of repairs made up and approved. One minute of silence for brothers lost at sea.



CAPE SAN DIEGO, May 9—Chairman H. Clemmens; Secretary A. Tremar. Deck and Stewards Delegates reported disputed overtime. Engine Delegate reported all smooth. New Business: Motion by C. Terry that crew refrain from wearing only underclothing in the messhall; tropical shorts are okay. Discussion on officers' interpretations of the agreement, especially part concerning "work done by persons other than the unlicensed personnel." Crew agreed to send cable to Secretary-Treasurer for action on officers.



ARIZPA, May 14—Chairman Bob High; Secretary and Red Benton. Delegates' reports accepted. New Business: Motions carried: to prepare repair list; to have ship fumigated; to have ship's delegate and steward check quarters for cleanliness. Motion carried to elect a committee of four brookmen to draw up a resolution to be submitted to Headquarters concerning the replacement of book men when they have accepted transportation money. Benton, Johnston, Benson and Bunce elected to committee. A vote of thanks to entire stewards department for a job well done. One minute of silence for brothers lost at sea.

ALLEGHENY VICTORY, May 16—Chairman John Kari; Secretary Lahaderne. Deck and Stewards Departments reported okay. Engine Delegate reported 200 hours of disputed overtime to be held for Patrolman. New Business: Brother Smith, referring to charges in previous meeting accusing him of carrying tales top-side, insisted that he be brought up on charges or minutes be corrected. Ship's Delegate stated that issue is personal and not ship's business. Vote taken and by unanimous agreement the minutes were changed. Ship's Delegate told crew that voyage has been good, but company has taken advantage of the one hour sailing rule.



MARINA, April 24—Chairman W. Elliot; Secretary Andrew Newsad. Delegates reported no beefs. Robert Goodwin elected ship's delegate. Suggestions made that men be more quiet when returning from ashore. Suggestion that mess and recreation room be kept cleaner.

SEA TRADER, May 7—Chairman Ralph Hampson; Recording Secretary Roy Tompkins. Elected William W. Moore to be Ship's Delegate. Voted various repairs and cleaning operations to put ship in real SIU shape.

SEA TRADER, May 16—Chairman Sypher; Recording Secretary Tompkins. Voted for fresh milk and other stores in first U.S. or Canadian port. Deck Delegate Rydon said not more than one set of gear to be raised or lowered without calling watch below. Engine Delegate Tompkins and Stewards Delegate Hampson reported all was well. Will ask for Ass't Electrician. Repair list made. Minute of silence for brothers lost at sea.

JOHN BARTRAM, April 13—Chairman Bill Hall; Secretary C. Kowalski. Delegates reported on number of books and permits. New Business: Motion carried that all delegates make up repair lists to be turned in at proper time. Motion carried that ship's delegate speak to Mobile Port Steward for better toasters and mattresses. William McKay elected ship's delegate.

EVELYN, May 19—Chairman Harry Langen; Secretary George Swift. Delegates' reports accepted. Engine Delegate Willis resigned; William Gorman elected in his place by acclamation. Lengthy discussion on repairs as ship is due to go to shipyard at end of trip. Steward explained food spoilage has been caused by ice box operating at high temperature. One minute of silence for brothers lost at sea.



FRANCES—Chairman George Clark; Recording Secretary William Janesch. Ship's Delegate Clark, Deck Delegate John Lincoln, Engine Delegate J. Colon and Stewards Delegate Juan Rivera reported no beefs in departments. Voted to make repair list. Dan Butts gave talk on strike technique. Discussion of Arroyo beef. Water to be checked and tanks cleaned in New York. All crewmen to be present at next regular meeting in San Juan or pay five dollar fines to hospitals. Minute of silence for brothers lost at sea.

MARINA, Mar. 30—Chairman William Elliot; Recording Secretary Andrew Newsad. Department delegates said there were no beefs at all. List of repairs suggested under Good and Welfare. Elected Edward Shields to serve as Ship's Delegate. Messhall to be kept clean with departments rotating responsibility for recreation room. Vote of thanks to Cooks for excellent food. Suggested that more books be obtained. Keep everybody but crews out of passageways. Minute of silence for Brothers lost at sea.

STEEL RECORDER, May 16—Chairman George Molnar; Secretary Joseph Simmons. Departments' shipshape. Molnar gave talk on cooperation aboard ship SIU style, working rules and the Taft-Hartley Act. Too many dishes being lost. Asked new percolator for P.O. mess. Minute of silence for Brothers lost at sea.



STEEL INVENTOR, April 18—Chairman H. Arlinghaus; Recording Secretary E. F. Potts. Stewards Delegate, Engine Delegate reported no beefs in departments. Elected Steve Shack to be Ship's Delegate. Two Canadian seamen taken aboard in emergency believed to be okay despite fact they're now non-union. Messman placed on probation for singing to Captain. Messhall to be kept clean. Minute of silence for Brothers lost at sea.

SEAFARER SAM says:

AT EASE, BROTHERS!



THE SEAFARERS' HALLS ARE BEING OUTFITTED WITH ALL KINDS OF GEAR FOR YOUR COMFORT AND ENTERTAINMENT WHILE YOU ARE ON THE BEACH—GAMES, LIBRARIES, COFFEE POTS, RADIOS, AND (IN SOME HALLS) TELEVISION SETS AND MOVIES.

THESE ARE YOUR HALLS AND YOUR GEAR—USE THEM AND TAKE CARE OF THEM!

CUT and RUN

By HANK

This is good news. A drive, sponsored by the joint steamship and railroad committee of the New York Maritime Association will begin this week (it's about time these maritime experts and millionaires woke up) to secure more cargo for N. Y. because of the general shipping slump hitting all ports. A special part of this campaign will be to get ECA shipments which are expected to begin flowing soon to Europe due to financial appropriations allowed by the Washington politicians... If this Marshall Plan didn't exist it seems we would have permanently large unemployment for the seamen and hardly any merchant marine at all... Over in England thousands of longshoremen struck and over 200 ships are tied up.

Recently we read there are 100,000 active American seamen as of April 1948. The news item, which further revealed how this nation and the world vitally depends on our disgracefully small merchant marine, didn't mention however the big unemployment hitting the seamen or the way they are being denied weekly unemployment payments because of ridiculous interference by the shipowners. Since the shipowners are acting in this cheap and cowardly manner and since all sailors can't be on the ships at one time, the only solution is to double the manning scales for all ships—which is a necessary factor in safely and efficiently operating the ships, anyway.

Brother Joe Barringer has been in town two weeks now and hopes all those ships repair their leaks and sail into port so there'll be jobs... Vic Milazzo, the Steward, just stopped into town to say hullo to the boys before sailing into the Boston hospital. Vic recently finished a four month trip on a tanker hitting Far East and Persian Gulf ports. Anyway, congratulations, Vic, and a smooth voyage of matrimony. Don't raise too many chickens on that Georgia peach farm of yours... Big "Dutch" Bolz says he just seen his shipmate, Pete McCoskey, the "Irish Pollock" also on the beach... Leon "Chink" White just sailed into town from a long Far East trip... From Brother Jack Dietrich, fireman watertender, aboard the Robin ship, Marine Arrow, we received a scenic postcard of Basutoland, somewhere in Africa. How's things ashore for a sailor, Jack? Did you pick up any LOGS? How about a story?

Plenty of oldtimers in town: E. Robinson, J. Aguiar, Steward A. Gomes, J. Garcia, J. Masonsong, S. Yodris, Frank Burns, G. Rourke, Steward J. P. Doran, C. Patraiker, E. Blaha, S. Cruz, G. Aronson, Bosun J. Cates, F. Martins, J. Downie, E. C. House, Bosun T. Cepreano, F. Palume, M. Arroyo, A. Caligiura, J. Sotomayer, V. Strong, J. C. McIntyre, R. E. Lanoue, E. Eklund, Steward J. Lomas, A. Partmen, H. M. Robinson, W. McClure and A. P. Hannan.

Also T. Shavaham, S. Bosmente, G. W. Johnson, N. Joseph, H. V. Nielsen, R. De Fretes, V. Remolar, C. Murray, E. Cantin, H. Dirt, C. Berg, N. L. Mark, H. Wilson, E. R. Crowell, A. Schiavone, M. Soto, A. Swenson, J. Barron, J. Stickney, G. Ledson, A. Montemarano, N. Clifton, Carmelo Melendez and M. J. Feeheney... There are many more, too, of the oldtimers on our New York beach. It sure looks like a convention of some kind. A convention waiting for ships that pass up New York in the night, it seems.

THE MEMBERSHIP SPEAKS



Cat, Bird, Fire, Typhoon Put Hex On Jackson, But Crew Is Chipper

To the Editor:

Who said you can't have a good time on SIU ships? That guy should take a trip on the Andrew Jackson, Waterman, and see for himself. All we need to make this trip more historical than the Atomic Bomb is the bomb itself, and it wouldn't even be noticed on board this ship.

The trip started March 4th in New York. Right off Ambrose Light we cut through a tow of barges. That put the Indian Sign on us. Later, coming down the Mississippi, our plant went dead. Oh boy! General Alarm. Drop that hook. One hour under way again, then a fog. Drop the anchor again.

This time we sat there for three days. The Chief Mate loaded with 3.2 so the Captain had to secure the hook. "Okay," he said, "Mate, you're fired in Panama." He's still aboard, however, making it tough for Union men. One Bosun quit in New Orleans because of him.

We spent two days in Cristobal for repairs, then through the Canal. Oh brothers, did he get cocky when we left Balboa.

Nearing Honolulu, Les Pagnette, SUP, started up to the bow to go on lookout. Five minutes later he reported to the bridge, "Mate, I can't get up on the bow. There's a big bird up there with a big beak and he looks vicious."

SCRATCH ONE BIRD

Pagnette came aft and called Ship's Delegate Joe Wise. Up to the bow they went and with one mighty swing with a deck scrubber over the side went the bird. After that Pagnette stood his watch with the scrubber, looking for lights ahead and anything with feathers and a big beak.

Everything went along fine until three days out of Manila. That fine day a passenger's cat, "Muffy" by name, came down with the mange. Our big shot Chief Mate told the passenger he

could cure the cat with his super-duper formula.

The trusting passenger entrusted "Muffy" to his care and treatment. He got a gallon of Pinetex disinfectant and poured it in a bucket. The Second Mate grabbed "Muffy" and dunked him a few times in the strong solution. Yes, fellows, it killed the mange and "Muffy" too.

Once more the ship's delegate was called and after a parley "Muffy" was buried at sea with full honors for a dead cat.

Things were peaceful for a few more days. Then, just as we arrived in Manila, someone



shouted "fire." A real blaze it was. In the tonnage hatch aft a couple hundred tons of red phosphorus and sulphur, both used for making matches, were blazing like mad.

What a time we had. Every one walking around the decks got sulphur on his feet and every step taken was like striking a match. We put the fire out after a hectic battle, but the Manila fire fighters took all the credit in the newspapers. They got there just in time to save the cellar.

BOOM BOOMED

The Bosun went to the hospital in Hong Kong as a result of his fire burns. Same time the jumbo boom got tired of standing up straight and came tumbling down on the deck cargo. Nobody hurt, however.

On we go to Yokohama. Half

speed ahead and down goes the anchor. Full speed astern. "Nice shackles in the water, sir." Windlass pulled up from the deck, steam line broken, so we rigged four booms and lowered a man to take a bite. No luck. Thirty-six hours later we cut loose and a tug took over our place at anchor. So on to Yokohama went the great Andrew Jackson with one hook. Five days in the shipyard and we were ready to go again.

That's all for now except for the uninteresting fact that we are now being chased by a 65-mile an hour typhoon. Outside of that everything is very peaceful on the Jackson.

Cheer up, mates. We still have 9,000 miles to go and so to New York. One good trip and clean payoff—minor beefs, of course. Can't wait for that payoff, but we will probably hear ourselves saying, "When do we leave for the Far East again?"

The Crew
Andrew Jackson

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

SOUP MUST BE GOOD ON THE SHOUP



Just to give LOG readers a graphic view of a well-stocked chow stowage unit, C. H. Dobbins (left) proudly displays his ample waistline, while Bosun Barrett good-naturedly admits his middle is just a poor second.

Donald C. Renfro, a shipmate of Dobbins and Barrett aboard the SS Paul Shoup, took this photo when vessel was on West Coast recently. He reports that Shoup men are "the best crew I ever sailed with—all Union and a good bunch of guys."

Log - A - Rhythm

'The Norfolk Queen'

By JAMES P. CONROY

Of all the demented men I've seen,
The worst of the lot was he—
The man who ran the "Norfolk Queen,"
From York to Apoli.

"Captain Willard" was the name,
With thirty years off shore;
Tame where'er the sea was tame,
When 'twas angry, he was more.

Look out was upon the bridge,
The night we met the gale;
I stood upon the open ridge,
Midst the rising wind's loud wail.

The Skipper from the wheelhouse gazed,
Crying curses at the storm,
I could as well have curses phrased,
If I had been as warm.

"Damn you wind," the Captain swore,
"Damn your weakling sea,
"You'll have to stir 'em up some more,
"To stop the likes of me."

The seas were roaring o'er the hatch,
Sweeping boards off steady,
And feals that seas could never match,
The wind had done already.

The skipper didn't slacken speed,
He had it up full blast,
Yea, every time the trough we freed,
I thought it was our last.

Into the sea he drove 'er
Shrieking loud up to the wind:
"I'll not give in to you, sir,
"I'll fight you to the end."

From the helmsman's hand he grasped the wheel,
Still crying, quite insane;
"I'll steer to land, to rest my keel,
"—You blasted hurricane."

When the rocks are but a mile away,
When the surf is heard so strong,
'Tis not a sailor's right to say,
His skipper has done a wrong.

As the laughing seas roar o'er the bow,
As the cold winds lash your face,
You can but stand and wonder how,
Your ship can stand the pace.

Like flowers torn from their stems,
Ships are cast on land;
No wonder when, as childish whims,
By vrazy men they're manned.

I didn't see it happen,
For the wind had bent my chest,
I could hear the timbers snappin'
As though in vain protest.

I could hear the Captain's laughter,
I could hear the Captain's scream,
Yet whate'er did come after,
I know but as a dream.

On a barren beach they found me,
They say they saw no more,
The rest are surely in the sea,
For they searched all breadth of shore.

No more shall sail the "Norfolk Queen,"
Upon warm Apoli's swell;
"Captain Willard" has a warmer scene,
Midst behorned mates in Hell.

ON THE 'BAUXITE TRAIL'



Here are some of the Seafarers who helped keep MV Loop Knot ship-shape on recent run (left to right): R. Pendergast, Oiler; J. James, Elec.; J. Peikac, DM; S. Felicko, OS; J. Allard, Oiler; E. Kelly, MM; P. Nash, Wiper, and D. Lefourneau, NCB (catching forty in the corner).

What Happened To Our Red Shouldn't Happen To A Dog

To the Editor:

Sometime last April the SS Fairport left New York for the Med. In nine days we passed the "Rock." That's the first Waterman ship I've been on that passed anything. We had a rare set of passengers aboard—opera singers. One of the girls could hit a note so high that it could only be heard by a tall dog.

We also had a basso-profundo, and believe me, nobody was more profundo than this basso. And did this guy get seasick! He threw so much over the side the sea-gulls made him an honorary colonel. On the way over he ate so much rice he used to wake up in the middle of the night singing "Chinatown." It was interesting to note that this Italian in the "36" Olympics came in third in grape-treading. I also noticed this trip Waterman is going all out for advertising—the alphabet soup contains nothing but "Ws."

EYE-OPENER

Our first port was Genoa. Here the gang dug in at the "Chokabanana." The joint features oysters on the half-shell (actually they're eye-balls left over from the battles of the night before). They also specialize in two kinds of meat—dead or alive. If you take a sandwich out, it's cut so bad they don't wrap it—they bandage it. However, in all cases the customers are given preference over the roaches.

Next Trieste. Tony's Place is a modern five floor sewer. But what a dance floor—genuine wood. It's kinda small though. One crowded night a girl fainted and had to finish a tango and waltz before she could fall. On the last night I danced cheek to cheek all night—with the girl behind me. The latest I heard was they're enlarging the floor to accommodate one complete couple.

On to Piraeus! After four trips here I finally saw the Acropolis. Was I surprised—it isn't a restaurant after all. Since the last time I was here "John Bull" made his place wider—he took down the wallpaper. Here you can always find a crowd of about 60 odd people—some are odder than others.

LEARNS FAST

Two days later—Turkey. In a short time I picked up a few words of the language, and I quote, "gobble-gobble." One day I went to Derence. The town is one mile above sea-level—two miles too high. The surrounding waters abound in jelly-fish, including apple, plum, peach, and cherry. The local light company consists of five 3-watt bulbs and one dry-cell (probably left over from the new jail).

Time staggers on to Gulfport, Miss.—so much better than Derence. They've got nine 3-watt bulbs here. Rocketing out of here I went to New Orleans for a north bound train. Some train—if you think the Virginia Creeper is a flower you're mistaken—it's a railroad. This one is so slow the cows wear train-catchers. While passing through Alabama I reached out the window and picked a bale of cotton. The conductor should've been a cowboy—he had a ten gallon head.

Finally New York—I see my picture was in a recent "LOG." The 6th floor reports an 80% decrease in donations. I warned them. Any other insults can be sent to me c/o the South St. Towers where I'm resting after ONE ROUND TRIP.

"Red" Campbell



Commie Bid For Waterfront Unity Seen As Plot 'To Save Their Skins'

To the Editor:

I note the despairing howls being raised by the Masters of Hocus Pocus in control of the NMU. Stalin's comintern agents are now calling for "unity with the AFL maritime unions" to defeat reaction, which they have brought on themselves (and reaction it undoubtedly is).

But think awhile and look back on the record of the years. Who collaborated with the ship-owners and drove all who did not approve into the 99-year club? Who boasted through the years of the mighty power that is the NMU and of their economic power—not to speak of their political drag in Washington during the open door class collaboration policies under the "Stalin is our brother" theory?

Who insulted the AFL unions continuously and heaped contumely on the members and officials of these unions? Their viper words ring in my ears yet. Who secretly exulted when some cracked un-American brain painted hammers and sickles on American ships and even raised red flags?

Do you remember the marches through the streets of New York and those alien-minded Stalin stooges yelling themselves hoarse with shouts of "The Yanks Ain't Coming" and "Let God Save The King?" I do, and my stomach turns.

CHANGED TUNES

Do you recall the day Hitler's hordes marched across the Russian border and these wolves were caught with their political pants down. "The Yanks Can't Get There Fast Enough" and "Open the Second Front" resulted.

Yes, the same Ferdy the Fink was leading the parades and through his party ghostwriter was doing the bidding of his masters, while the NMU suffered by cut-rate contracts. That miserable comintern hack grafted by the party on the NMU as Pilot Editor Lowell Chamberlain

has poisoned the air surrounding the maritime industry for a decade.

These are the voices, which now call for "unity with the AFL maritime unions" to save their rotten necks from the results of their own blunders made in the service of political expediency serving a foreign master. At no time did they serve the cause of the American seamen and genuine American unionism—and they don't now.

This is the scabrous crew of parasites riding on the seamen's backs, who call for unity of honest workers to save their skins. As treacherous a bunch of political rogues as ever disgraced American labor!

UNITY UNDER AFL

Unity there will be, unity there must be but unity behind the AFL unions and leadership.



The members of the NMU have either left that political circus or have paid the price for the glorified gum-beating, which they called leadership. They have paid the price in expulsions if they spoke as free men in a free nation, or by cut-rate sell-out contracts if silent.

Where is the vaunted strength? Where are the millions of dollars

they so glibly boasted? You guess it, brothers—down the rat-holes of comintern activities in America over CP-inspired and directed hot-air programs.

Do you recall the political action committee that was to reform the world in the image and likeness of holy Russia? How much did that cost? How many party shuli-duggerers were kept on the payrolls for years, dishing out the "line?" And how many were seamen or related to the industry?

Yes, Unity—the unity of all American seamen behind the American concept unions and leaderships to hold and better our conditions and fight fascism of the red type as well as the black or brown. Let the saviours of Teheran and the Yalta conference fry their own fish. They have sounded off long enough, too long.

NEW BOY

Now it's Wallace that is their darling. He will solve all the problems of the world. Funny how those apes forget the problems of the industry and must always follow a godhead under orders. Have they no mind of their own? How they love democracy when they crave to destroy it. And how they shoot the democrats in the name of dictatorship afterwards. It's the same bunch, boys, the same who are now shrieking for unity with the AFL Unions after 10 years of much raking and boasting. Now they are caught in a trap of their own making.

Yes, we will have unity—but with whom? Think hard and act wisely. This is no time to go off half-cocked.

Wandering Seafarer

Publisher Praises Reviews, Seeks Members' Title Tips

To the Editor:

...We've been following your reviews of our books with considerable interest, and have been most impressed with the job you've been doing.

I think you succeed unusually well in conveying in a few words the character and the quality of the books—steering a true course between the self-consciously literary and the sort of "writing down" that some reviewers indulge in. In other words, I think you do an honest job for honest men...

That's the kind of job we try to do in selecting the books for publication under our imprint, and our belief in the good taste of our fellows has been borne out by the popularity of books formerly considered "highbrow."

BOOKS IMPORTANT

The digested notes of the minutes of the SS John Miller particularly pleased me, for they certainly give good indication... that books are an important part of the lives of the men at sea. (Ed. note: The crew of the Miller suggested that individual members of crews bring aboard several pocket-size books apiece for the benefit of all.)

We shall certainly continue to send you review copies, and do

want very much to keep in touch with you and your work...

Did you ever get a review copy of our modern translation of "The Odyssey?" It has been very popular and I should think your membership might particularly like it. (Ed. note: "The Odyssey" was reviewed in the LOG of June 11, 1948.) I'll send you a copy along with some of the other recent Signets and Mentors—including "About the Kinsey Report: Observations by 11 Experts on 'Sexual Behavior in the Human Male'."

WANT SUGGESTIONS

We're always open to suggestions for new titles to be added to our list. If you, or if crew-members of any of the ships, would like to submit lists of books they'd like to see issued at 25 cents and 35 cents, we'd find them helpful, I know.

Arabel J. Porter
Associate Editor
Penguin Signet
Books and Pelican
Mentor Books

(Ed. Note: What do you want to read? Here's a chance to get it between covers in handy pocket size for the asking. The LOG will forward any suggestions received from Seafarers..

THEY PAID OFF IN SOUND, SIU STYLE



Black Gang aboard the SS William Carson, a South Atlantic scow, that paid off in Charleston on June 4. Payoff was reported as "a real SIU job," thanks to a capable SIU crew. The

Carson sailed again for Italy June 7. No identification accompanied photo, which was taken during first part of voyage. Tell us who you are when you send pictures.

Port Baltimore 'AFL Journeyman' Sounds Beef, Gets Clarification

To the Editor:

I am a Baltimore AFL member, who has lived and worked in the Locust Point section of the Baltimore waterfront for 35 years. I see the LOG every week.

It's not right but I can see why you birds in New York boost that port but, I'm d—d if I can see why your Baltimore Agent runs down the city that gives him a living. It certainly looks as if the SIU and the LOG are doing their d—dest to belittle the city and Port of Baltimore. But your own scorebox makes a liar out of you and Rentz.

Every week Baltimore is a close second to New York, with your favorite port of Philly at the bottom. This week New York shipped 189 and Baltimore 207 in the Deck Department. The wonder port of Philly shipped 59. The totals are: New York—640, Baltimore—469, and Philadelphia—192.

I'm AFL but if the SIU doesn't think anymore of my hometown and the port that feeds my family, I'll d—d well see to it that my local goes slow in backing you the next time you have a beef.

"AFL Journeyman"

(Ed. Note: The LOG generally does not publish letters not bearing the name of the sender. In this case, however, we are waiving the rule so that we may clear up our AFL brother's misunderstanding.

First, let us state emphatically that the SIU regards Baltimore as one of the nation's major ports—certainly one of the most active on the East Coast. Baltimore's tradition as a port city ranks it with the great ports of the world, and for her admirable record of solidarity among AFL unions she stands second to none. The LOG has on many occasions emphasized this fact.

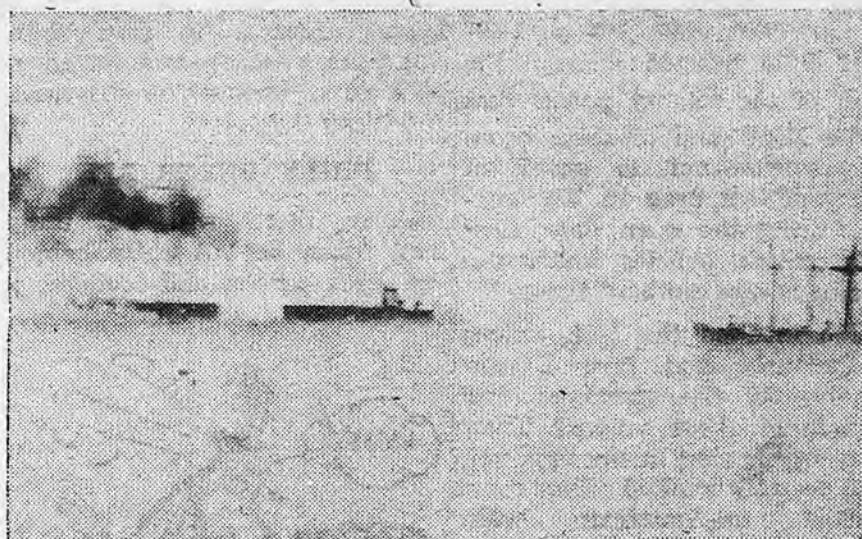
As for Baltimore's shipping record, it is generally recognized as top-ranking. Although it stands high—even in this period of slow shipping—Baltimore is shipping fewer men than she does under normal conditions. It is for that reason that Agent Carly Rentz—who, for the record, is one of Baltimore's biggest boosters—uses care in reporting on job activity in his port. He does not want to encourage over-optimism by saying jobs are very plentiful when they're not, with the re-

sult that many men will speed to that port at great expense, and then discover that they must hang around the beach for a long while before being able to ship out. Although Baltimore ships a great number of men, she also has considerable manpower on the beach.

That shipping should be reported as "slow" in Baltimore is no reflection on that city and such a description is not

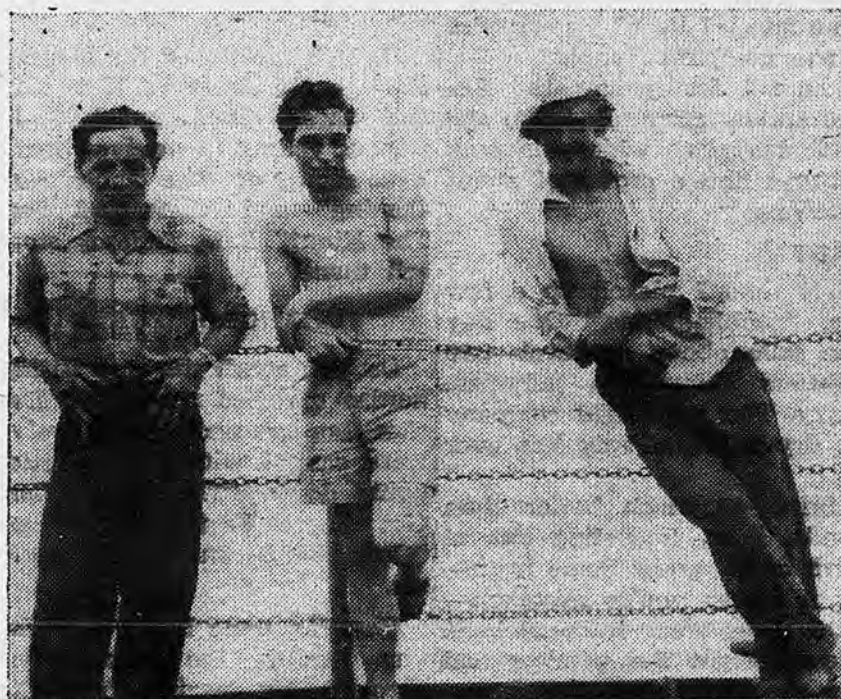
restricted to that port. Last week, New York shipping was headlined as at a "standstill." Mobile was reported slow, Savannah, likewise. Surely, "AFL Journeyman" should not consider reports of slow shipping a reflection on his city. At any rate, the SIU is proud of the role played by the Port of Baltimore and shares with the brother his respect for that great port city.

IN SOUP AND SUN ON THE RECORDER



Digging its way through the Mississippi fog, Isthmian's Steel Recorder passed close to two other SIU-manned vessels, the SS Del Alba, at the right, and an unidentified Seatrain.

At right—Joe Simmons, Seafarer responsible for the foggy, foggy picture is flanked by fellow Steel Recorder crewmen. At left is Benny DeLina, Wiper and on the right Chips Wegscheide, Carpenter. In a note accompanying the pictures, Brother Simmons suggested a word of thanks to the organizers for getting ships like this Isthmian C-3 under contract.



Sugar Runners A Happy Gang On Monroe

To the Editor:

Here's a few lines from the men on the Monroe making the Sugar Run between the continent and Puerto Rico. Some of the boys sure seem to enjoy this run and seem to enjoy every product of the sugar cane also.

This ship is a nice seagoing vessel. She sits like a duck in the water and just floats along. Another of A. H. Bull's old gals.

We have a nice bunch aboard and all try to pull together like good Union brothers. We are all paying our new assessments with pleasure for we know that it is an insurance for our future and our Union's future as well.

Here is a word of praise for our Stewards Department which is doing a fine job in keeping the boys contented and the belts straining at the seams. Our Chief Steward Jim Grant is a real Union man and is all out to please everyone. His tables are always laden with good eats, thanks to him and the cooperation of his department.

CHANGED THEIR MIND

On our last two departures from Ponce, we had some stow-aways aboard but they seemed

to think it over before we were quite out of port and we let them off with little delay.

Some of the boys are nuts about the Island and some of the natives are nuts to get out of it.

Pop's A Seafarer



Billy Sweeney, son of Ray Sweeney, Galveston Seafarer, gives out with a big smile when his pop tells him they're going fishing. All ready in love with the water, his Pappy says he's a sure bet to be a Seafarer in a few years.

Mates At Roots Of Bosuns' Grey Hair, Says The Duke

To the Editor:

Here are a few lines from the SS Thomas Cresap which is a hell-ship of the Isthmian line.

We are in Port Said now, and we have had three shipboard meetings coming across. The first two were necessarily short, but at the last one on May 24 we really covered a lot of ground including a lot of discussion of good Unionism.

The Black Gang Delegate, I call him "Lefty," is right on his toes. The Stewards Delegate is doing fine and so is the Deck Delegate. I happen to be the Ship's Delegate, and make out the best I can.

ALMIGHTY

It seems that the Master thinks he is God Almighty with the power and authority to scratch out overtime at will. As a result there's a bit of overtime in dispute. The Patrolmen will have to take it from there.

The Mate was a little hard to get along with in the beginning but he is coming along fine nowadays. In this connection, let me say that I have read those articles in the LOG called "Why Bosuns Get Grey Hair," and that I know why: it's the Mates a Bosun has to cope with.

I've been sailing Bosun five years, but I couldn't get this Mate to give me the right overtime. In a whole month I have gotten only 23 hours. If that became the general practice why would a man ever sail Bosun? He might as well be an OS on the 4-8 watch.

We'll be back in October.

Duke Himler

Doc Pepper Tells Of New Coast Club

To the Editor:

Members of the SUP at Portland, Ore., were on hand during the Rose Festival to present Queen Barbara I, of Rosario, with an engraved ship's bell, given her by the Catholic Maritime Club at the occasion of its formal opening June 12.

A representative group of seamen greeted the diminutive "queen" and her court of lovely princesses and Royal Rosarians and escorted them through the rooms of the new club, which is open to merchant seamen of all creeds and nations.

The club, located at 512 West Burnside—just a few blocks west of the Union Hall—offers recreational facilities, such as ping-pong and pool. There are reading and writing rooms, well-stocked with magazines and writing materials. There's a juke box that doesn't eat nickels, a piano, radio and room to dance. A snack bar offers coffee, sandwiches, soft drinks and soups. One of the outstanding features of the club is its shower room and laundry.

John P. Curry, director of the new club, was among the sponsors present to welcome seamen and encourage them to make use of the facilities available and to enjoy the homelike atmosphere of the Catholic Maritime Club of Portland.

I. H. Pepper
Book No. 3161

Seafarer's Mother Great Admirer of Union

To the Editor:

I would appreciate it very much if you would mail the LOG to my mother whose address I have filled out on the form enclosed.

My mother is a very great admirer of the SIU and the work it is doing in obtaining the present-day conditions for seamen.

Bill Jordan

WARNS SEAFARERS OF GYP ARTIST ON WEST COAST

To the Editor:

Last December in Longbeach, Calif., a salesman came aboard the vessel I was on and offered a three-year subscription to Life magazine for \$11. As a gift, subscribers were promised a fountain pen and a Webster dictionary.

This was a fraud: I never got the pen nor the dictionary and my family never received the magazine.

So remember, when in Long Beach, San Pedro, or Wilmington, Calif., don't let that guy take you over.

Henry de Ruyter

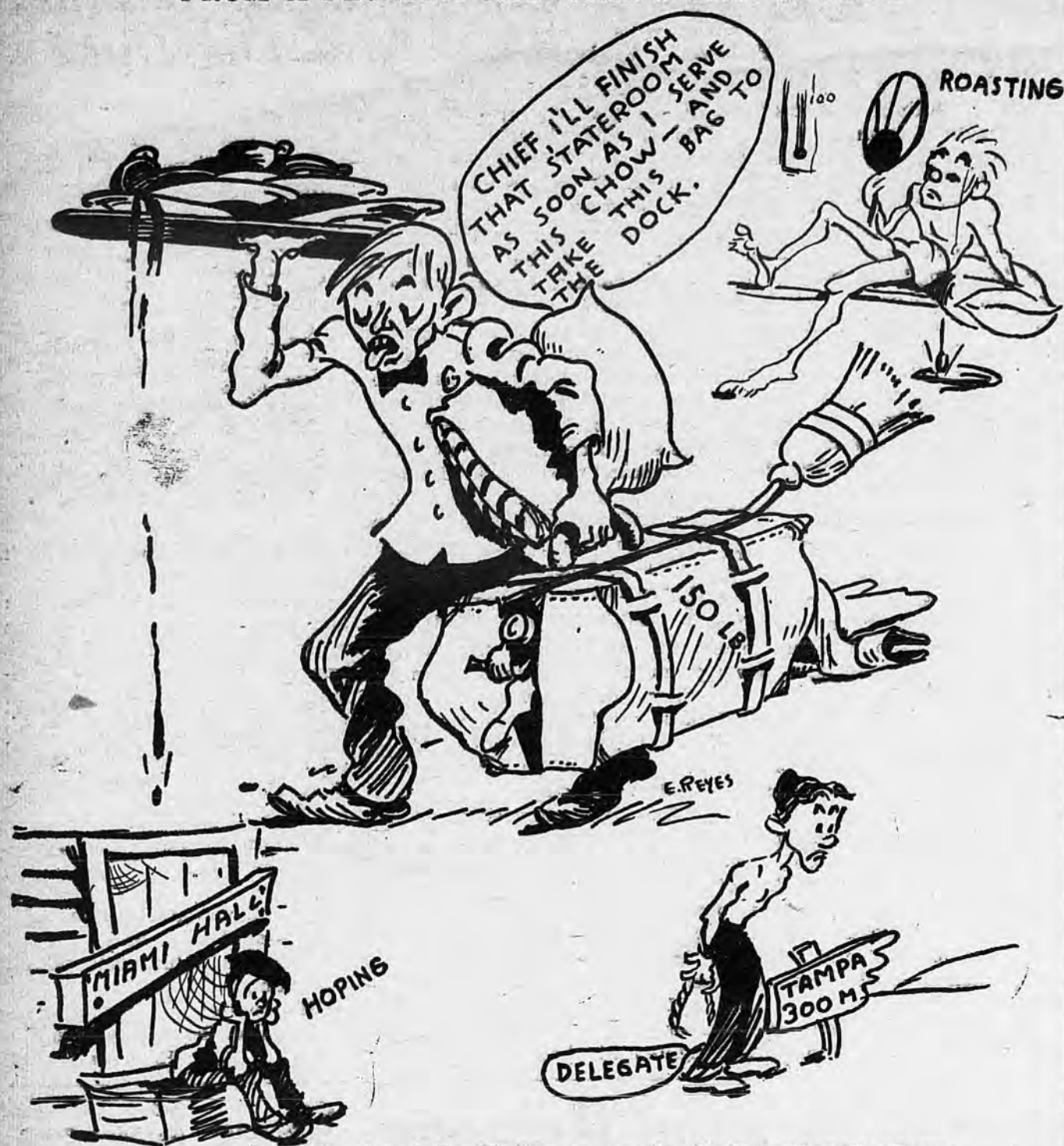
1947 Bound Logs On Hand

Bound volumes of the SEAFARERS LOG for the six months from July through December 1947 have just arrived from the binders. Members may purchase them—as long as they last at the cost price, which is \$2.50 per copy.

Also available are some copies of previous bound editions at the same price. Bindings on all volumes are of sturdy buckram with dates lettered in gold.

All Seafarers who wish to set up a permanent file with a minimum of effort should act promptly. The bound volumes may be purchased at the Headquarters baggage room, 4th floor, 51 Beaver Street, New York City.

FROM A FLORIDA CREWMAN'S SKETCHBOOK



Some aspects of life aboard the Florida, as seen by Seafarer Emigdio Reyes.

Shipboard Life Is Rugged As SS Florida Resumes Havana Run, Crewman Declares

To the Editor:

The SS Florida is back from drydock and is making its overnight milk run to Havana regularly. The portside screw was replaced, and the 100-passenger deck was air conditioned—BUT the crewmembers still roast in their quarters.

The room waiters, after a two-week rest, are raring to go on the grind again. Calling it a "grind" is no exaggeration.

It's baggage line from 4:30 p.m. until sailing time. Tables must be set before the dining room is thrown open to a rushing crowd of tourists who actually fight their way to the best tables. After that there's no rest for the waiters until nine and sometimes 10 o'clock.

WORST TO COME

In the morning, out of the hot sack you go at 6:00 a.m. to have the dining room ready at 6:30. You serve breakfast until 8:00 or later. Usually there are still passengers in the dining room long after the ship has docked.

You're only beginning the day's work. The worst is yet to come. Rushing out of the dining room you take the baggage of 20 or 30 passengers to the dock.

When all your passenger's baggage has been examined by an unorganized bunch of Havana customs inspectors, you trudge back to your quarters in a bad mood. To make things worse, the chances are the tips have not been what you expected.

After cleaning, sweeping, mopping, polishing brass and making

30 berths in 10 staterooms, you can call yourself a free soul until 4:30 p.m., when the same routine starts all over again.

The need of a Hall in Miami is becoming more apparent each trip. On this first trip after drydock, six room waiters were laid off in the most unorthodox manner. They had signed off when the ship left for drydock. When they went to sign on with the rest of the crew, the Purser just didn't allow them to—by order of P & O's Port Steward.

The Ship's Delegate was unable to do anything, his hands were tied. Now the Tampa Hall has plenty of troubles of its own, so it is bound to be a whole week before the Patrolman will get here. Meanwhile, we are sailing short.

In other words, the company took a sock at the crew and nothing can be done about it but sit around and wait because there is no Hall in Miami.

OTHER INSTANCE

There is another instance that shows the need of a Hall in Miami. This was when a crew Messman was transferred to the rating of Bellman.

A few weeks ago, 2,822 voted to stop such promotions, with only 278 favoring them. The winning referendum was plainly printed in the LOG: "No man may be promoted or allowed to transfer from one job to another on board ship except in case of extreme emergency."

In this case there was no emergency. The Messman had his shipping ticket given to him

by the Ship's Delegate two weeks before transferring—at the same time that the relief Bellman signed off.

There were bookmen on the beach here and more in the Hall in Tampa. Besides, that same day those six men had been laid off as waiters, any one of whom could have used the job as Bellman.

Upon a mild protest, the Ship's Delegate stated that the Tampa Agent had authorized him to make the change because it "was not considered a promotion."

SO STATED

Perhaps it is not a promotion—on the base pay. But it is a change of job, and some of us believe it is a violation of the new shipping rules.

Some of us voted against the whole idea of promotion and transfer of jobs aboard ship. That was the way it was printed on the ballot we used for voting. It was so stated in the LOG when the amendments to the shipping rules were published.

Neither a delegate nor any SIU Hall is authorized to modify the result of a referendum until so authorized by a new vote.

It was to abolish just such changes that the new amendment was adopted.

So far as we on the Florida are concerned, a lot of misunderstanding and consequent delay could be avoided. If we had a Hall in Miami instead of being under the jurisdiction of a distant Hall having problem of its own.

Emigdio Reyes

Crew Of Cape Edmont 'Credit To SIU:' Mate

To the Editor:

It gives me a lot of pleasure to write this letter to tell you what a fine crew I have had this trip.

Led by A. A. Smith, as good, or better than any Bosun I've seen either before, during or since the war, the whole Deck Gang has done an exceedingly good job.

The ship doesn't quite look like a yacht yet, as this trip has been too short. Another trip or two like this one, however, and she will.

The men I now have are a great credit to the SIU. The more crews like this one the SIU sends aboard ships, the more prestige both the Union and the whole U.S. merchant marine will gain.

Let's have more like them on all our ships!

Richard Emerson,
Chief Mate
SS Cape Edmont,
Alcoa SS Co.

P.S.: The crewmembers are: A. A. Smith, Bosun; E. Koundarakis, DM; L. Kirkland, AB; R. Tyssey, AB; J. Hawce, AB; J. P. Mastin, AB; F. Harshorn,

AB; M. Ekman, AB; L. Atkins, OS; A. Lutaves, OS, and W. Vogel, OS.

Calls Log 'Finest Trade Journal'

To the Editor:

I want to thank you for the nice spread you gave my article, "The Old Days and the New," in the LOG of June 4, and for the excellent work and editing of another article of mine you published last January.

I have been a seaman and union man for 25 years and can truthfully say that the LOG is the finest trade journal I have ever read. It is free and clean of politics and biases and is strictly for the membership and their welfare. It could well put some of the large daily sheets to shame...

It also brings the SIU members together. The LOG keeps the membership posted on all current events and if they read it diligently there is no reason why they shouldn't be posted at all times on Union activities.

Augustus Cottrell

(Ed. Note: Cottrell's articles will appear in the LOG from time to time.)

Marine Hospital Locations

Requests occasionally come from members for a complete list of Marine Hospitals throughout the U. S. The LOG will publish these listings from time to time and suggests that the Brothers clip and keep them for future reference.

The complete list of Class A U.S. Marine Hospital is printed below. In addition to these the United States Public Health Service also provides second and third class relief stations in smaller American cities and foreign ports.

Baltimore, Maryland—Wyman Park Drive and 31st Street. Out-patient office—Custom House.

Boston (Brighton), Massachusetts—77 Warren Street, Boston. Out-patient office—Custom House, Boston.

Buffalo, New York—2183 Main Street. Out-patient office—228 Federal Building.

Carville, Louisiana—(P.H.S. Leprosarium.) Freight and express address: St. Gabriel, Louisiana.

Chicago, Illinois—4141 Clarendon Avenue. Out-patient office—New Post Office Building.

Cleveland, Ohio—Fairhill Road and East 124th Street. Out-patient office—New Post Office Building.

Detroit, Michigan—Windmill Pointe. Out-patient office—Post Office Building.

Ellis Island, New York.

Fort Stanton, New Mexico—(Tuberculosis Sanatorium.) Freight and express address: Capitan, New Mexico.

Galveston, Texas—45th Street and Avenue N. Out-patient office—302 Custom House.

Kirkwood, Missouri—525 Couch Avenue.

Memphis, Tennessee—Delaware and California Streets.

Mobile, Alabama—St. Anthony and Bayou Streets.

New Orleans, Louisiana—210 State Street. Out-patient office—Custom House.

New York, New York—(Dispensary) 67 Hudson Street. Out-patient office—Barge Office.

Norfolk, Virginia—Hampton Boulevard, Larchmont. Out-patient office—Custom House.

Pittsburgh, Pennsylvania—40th Street and Penn Avenue. Out-patient office—Federal Building.

Portland, Maine—331 Veranda Street. Out-patient office—Custom House.

San Juan, Puerto Rico.

San Francisco, California—14th Avenue and Park Blvd. Out-patient office—Appraiser's Building.

Savannah, Georgia—York and Abercorn Streets.

Seattle, Washington—Judkins Street and 14th Avenue South. Out-patient office—Federal Building.

Stapleton, Staten Island, New York—Bay Street.

Vineyard Haven, Massachusetts.

The Sea Makes All Men Equal

The S.S. Allinga was not a big boat; but, badly built and top heavy, she was a good boat for small fish and big sharks. She rolled in bad weather and on cross seas with sickening jars—enough to make a lubber green around his gills. She gave no rest to her crew at sea, or in port.

We were running coastwise in the Allinga and carrying passengers, up and down, from Freemantle to Derby, during the hot spell. She was a busy, noisy steamer, with a strong smell, but she was making lots of dough for the company.

Some 500 sweaty bulls, bound for the slaughter house, bellowed in the forward holds and sent up a lot of hot air. Some 5,000 sheared sheep blah-blahed like mutton heads in the stuffy pens on the after deck.

Between these two, some 50 first class passengers, ladies and gentlemen, dressed in white, lounged in the deck-chairs amidship, sipping whiskey and soda and enjoying themselves.

In the fall of 1915, when the season's trade was done, the Allinga left light, from Freemantle to Bunbury, to make the short run without the ballast — and taking the chance of turning turtle.

No sooner had we gotten outside, then the ground swell caught us and the night fell. It began to blow. Seas rose sharp and ran fast—right abeam!

The Allinga started to roll, restless, as if she had pain in her belly. She lost a lot of her steam. Loud cracks were heard below. Bulkheads groaned.

There was no sleep for any man aboard that night. Men hung on where they stood, their heads swimming. Those who lost



their grip were flung helplessly from side to side until they brought up against a stanchion and managed to hold on exhaustedly.

BAD NIGHT

Now and then, the Allinga fell on her side, and remained lying over, with a shiver of suspense. Between the running seas, the dark hollows yawned menacing at the lee; and the white crests showed, flashing a sinister smile. Hours passed; endless, they seemed. Shadows of the night rose and fell before the men's eyes.

At eight a.m. the darkness turned a ghastly grey. The sun had risen, and the weather began to moderate—and we could see!

The night hawk (the Steward) stood on the boat deck, wiping his sweaty brow with a soiled napkin.

"God's truth! I thought she would turn over..." He gasped out, looking around wild eyed. "I thought, the Allinga was going to turn over like her sister ship did, and spill us into the sea—for the hungry sharks... So help me God!" he cried.

On one trip the Allinga, carrying a nice group of passengers,

mostly girls, called at Gladstone in Shark's Bay on our usual run.

There walked up our gangway two new passengers, who immediately attracted attention. The first one was an independent Businessman with a serious mien, dressed in white flannel suit, neatly pressed, immaculate—as though he had come from a handbox and was going to his bank.

The second one was a tall cowboy in full regalia — boots with silver spurs, and a pair of



pistols stuck in the holsters of his belt—carrying on his back a special saddle.

The Businessman stepped aboard as if he owned the boat, and could fire the Captain and the crew.

The Cowboy boarded the ship, cocky and flashing his gold teeth.

"This the Allinga, I guess?" he asked with a twang.

A bevy of pretty girls met the Cowboy with their smiles.

"Are you from Texas?" asked a sweet girl in pink.

The Cowboy stretched himself the full length of his six feet and two inches in his boots, gave her a golden smile, took off his big hat with a flourish and answered: "Yep, mah young lady; I'm Joe Clayton, the best rider and toughest man west of Fort Worth!" He patted his gun.

The eyes of pretty girls shined upon the tall Texan.

TWO HEROES

With the two worthies aboard, there was no time to lose. We hoisted the gangway and let go the lines with a splash. The ship turned round short and steamed straight to sea, down the Shark's Bay.

It was Sunday afternoon. I had done my turn at the wheel and, going aft to look at the log, saw the pair of passengers again.

The Businessman kept pacing the saloon deck, aloof, and swinging his cane made of shark's backbone. He seemed to be a man of wealth, conscious of power, an aristocrat whom a poor seaman could not reach with a boat-hook.

The Cowboy, a hero to the pretty girls around him, tossed

his guns about, praised his special saddle, jingled his silver spurs, and flashed his golden smile. There was excitement, joy and laughter.

I turned and looked to the Westward, at the rising clouds on the horizon. I shook my head and frowned.

At sunset, the wind began to blow and the cross sea ran, at the mouth of Shark's Bay. The S.S. Allinga started to roll again. One by one the passengers left the saloon deck and went below.

Darkness descended. The wind and sea increased. The Allinga ran and rolled as usual. A few rain squalls came, swept aslant, and lashed across the ship. But it was not a bad night.

HEROES NO MORE

At dawn, came my turn to clean up and wash down the saloon deck before the early birds would start their promenade. I had just rolled out the water hose when I received an unpleasant surprise.

There lay, slumped in a deck chair, the Businessman. He was helpless, and wet as a wick. He looked as if he had been out all night, slumming, and had gotten sick-drunk on cheap stuff, and had finished the night lying in a gutter.

He was a sad sack. I had to make him look decent and tighten his belt before I could

drag him below, out of sight. I returned and, when about to connect the hose, I saw in a corner of the saloon deck the



Cowboy, face down, as though he had "bitten the dust."

I shook him hard. He was alive and came to his senses with a groan. He struggled to his feet and steadied himself with difficulty. He was led, tottering, below and helped into his bunk.

Five minutes later, when washing down the saloon deck, there came to my mind a poem by Byron:

"Roll on, thou deep and dark blue ocean,
Roll!
Ten thousand ships sweep over thee in vain.
Man marks the earth with ruin,
His control
Stops on the watery plain!"

R. J. Peterson

T-H Act Malignant, Beyond Remedy, Says Green

In his recent appearance before the Congressional "Watchdog" Committee, charged with overseeing the operation of the Taft-Hartley law, AFL President Green presented a report which summarized the results obtained from a questionnaire directed to 171 AFL field representatives to determine the effect of the T-H law on union organization.

Brother Green ended his remarks with the statement that the law is so thoroughly malignant that it is beyond remedy or cure, and that the only solution would be complete repeal.

The following brief excerpts are from the report:

All but a very few representatives indicated that they were experiencing delays under the new law. Most of this delay has been the direct result of the requirement that employee elections be held before any type of union security clause can be negotiated between unions and management. The flood of union security elections has held up all other types of board activity.

The effect of these board delays on union organization is very clear. If a union has been organized among the employees of a new plant, those employees are anxious to have the formal process of certification completed as quickly as possible.

If this procedure—which could through the process of consent election take as short a period of time as one or two months—drags out to 9 or 10 months through employer stalling and the slow process of board procedure, the employees are bound to lose interest in the union.

Insofar as unfair labor practices are concerned, unions are facing an additional obstacle in attempting to expedite board procedure because the Taft-Hartley Act requires that the board give prior consideration

to certain types of unfair labor practices against unions.

As a result, unions are finding it more and more difficult to obtain action on unfair labor practices that they have filed against employers.

ELECTION PROCEDURE

There have been several new changes in NLRB procedure which have handicapped union organizational efforts. Several representatives specifically mention the prohibition which the new law places upon the holding of pre-hearing elections.

The use of this device had enabled the board under the old law to expedite many petitions for certification. However, under the new law this procedure is no longer open to the board.

Representatives also report that employers are using their new freedom in filing petitions to forestall and delay union organization.

One provision of the new act whose effect is still open to board interpretation is section 9 (c) (5) which knocks out the board's "extent of organization" doctrine. Prior to the new law, the board frequently permitted departmental or section bargaining units.

However, this practice is no longer permitted under the new act, and as a result unionized employees in such establishments as large banks and insurance companies are almost certain to be deprived of any union's representation.

FREE SPEECH

It is evident that the free speech provision in the Taft-Hartley law has been turned into one of the most vicious and diabolical instruments ever placed at the disposal of antiunion employers.

Under the Wagner Act the

employer was required to maintain strict impartiality during union campaigns. However, the very loosely worded and interpreted free speech proviso of the Taft-Hartley law makes it possible for the employer to state clearly and unequivocally his position with regard to union organization.

It is true he cannot coerce or intimidate his employees into voting against union representa-



tation. What he can do, however, is to state very clearly, and to force employees to listen to, his opposition to union organization.

ATTITUDE OF EMPLOYERS

The overwhelming majority of AFL representatives declared the attitude of some employers has stiffened considerably since enactment of the Taft-Hartley law.

In effect, the act has provided anti-union employers with new weapons which they have not been reluctant to utilize. The act furnishes employers with convenient excuses to delay collective bargaining negotiations and to object to proposals to which they would otherwise agree.

By turning the balance of bargaining strength in favor of employers, the act has stiffened employer resistance to the granting of third-round wage increases.

Inquiry into the issue of un-

ion security disclosed the interruption to peaceful collective bargaining that the prohibition of the closed shop has brought. This has proved particularly serious in such industries as the building trades where the closed shop has been an institution for several decades.

The requirement for the union shop election has proved extremely burdensome. Union leaders have naturally been gratified at the results of these elections, but this does not obscure the fact that this requirement of an undemocratic election has interfered with the orderly process of collective bargaining.

One of the most vicious aspects of the union security issue under the Taft-Hartley law is that the federal law is made to enforce the state statutes prohibiting all types of union security.

The effect of this law has been to weaken union organization in those areas and among those groups which are most in need of it. It has given encouragement to anti-union employers.

In connection with the secondary boycott issue, organizers report that while the instances in which unions have been accused of violating the law in this regard have not been numerous, they have reflected a type of union-busting which has gone far beyond the intent of Congress.

GENERAL COMMENTS

The information concerning damage suits was very similar to the data dealing with secondary boycotts. Although relatively few damage suits have been filed against unions, those that have been filed have proved very effective devices for tying up union finances and combating union activities.

(Continued on Page 15)



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NOTICE

Crew of SS Brazil Victory
Voyage No. USMC 15-MSS 6

Money for traveling wages and subsistence from Seattle to New York is ready to be paid. Crew can collect by contacting Mississippi's New York Agent, Mr. C. P. Vaighan, Assistant-Treasurer, Lykes Brothers SS Company, 17 Battery Place, New York 4, N. Y.

ROBERT E. HANSON

Get in touch with your mother.

Members of crew of SS Noonday having any knowledge of circumstances under which Samuel Shupler was killed ashore in Germany, please write to his wife, Mrs. Rebecca Shupler, 430 Cleveland Street, Brooklyn, N. Y.

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N. Vrdoljak, \$4.00; C. F. Hoong, \$4.00; W. W. McLean, \$3.00; C. G. Ripley, \$5.00; D. Ward, \$5.00; J. D. Bates, \$1.00; D. J. Aokson, \$1.00; F. Fisher, \$2.00; D. C. Rant, \$2.00; R. Hatfield, \$2.00; E. E. Niles, \$2.00; A. Klein, \$2.00; J. E. Dunn, \$2.00; S. Sokolic, \$2.00; H. DeRuyter, \$10.00; F. Klockman, \$2.00; A. Gullen, \$5.00; J. A. Smith, \$2.00; E. Santaromana, \$5.00; J. L. McChillon, \$2.00; S. E. Broadshaw, \$2.00; C. Music, \$2.00; M. Kelly, \$5.00; R. H. Harvey, \$2.00.

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SS HOOD RIVER

L. Refalo, \$1.00; F. T. Flynn, \$1.00; K. Treilmann, \$1.00; E. M. Metts, \$3.00.

Retroactive Pay

The following men have retroactive pay due them, and can collect at the American-Hawaiian Steamship Co's office at 90 Broad St., second floor.

Herman J. Meitz, Robert J. Prideaux, Clarence A. Varrin, Barney Husjord, Stanley J. Nathan, Kenneth H. Krestensen, Charles C. Burns, Henning Bjork, Nelson J. Hawks, Franklin T. Andrews, Virgil L. Stevens, Francesco J. Natale, Earl Walden, Edward E. Kunchek, William F. Douglas, Robert W. Spence, Harry B. Cook, Jr., Charles F. Carroll, Joe C. Arnold.

Juan L. Rodriguez, Julius J. Swykert, Murray M. Beck, John J. Carrig Jr., Amilcar Ortiz, Golden D. Allen, Albert J. La-voie, Louis F. Paredes, Thomas J. Clark, Robert L. Morgan, John R. Ramiszewski, Konstant M. Kain, James Dand, Benjamin W. Kosow, Adolph A. Zimpher, Richard Di Sarne, Olau Hagbo, Peter L. Williams, Armando Vidal.

Walter W. McClure, Arthur C. Abreu, Joseph J. Martus Jr., Albert J. Bagley, Frank Bloom, Mario Franciese, William S. Rackley, James P. Lilly, Nathan Pearce, Herbert P. Walters, Domingo Ortiz, Harry J. Pancer, William J. Doherty, Louis Caloca, Edward W. Easterling, Mario Maroccia, Alfredo Rosado, August Horvath, Paul Magro.

Pres. Green Reports On Taft-Hartley Mess

(Continued From Page 14)

A number of individuals commented on the problem of the jurisdiction of the NLRB. In several cases the new board has asserted its authority over particular industries and trades which previously had not been subject to its jurisdiction.

This has caused a good deal of confusion in many predominantly local establishments which are not certain whether they do or do not come under the board's jurisdiction.

A number of organizers commented that the Taft-Hartley law has meant that more than ever before lawyers are being retained by employers to represent them in collective bargaining negotiations.

The result of this injection of legal talent has been to introduce even greater delays and more technical phraseology into collective bargaining at a time when open and frank discussion between unions and management is so desperately needed.

The total effect of the Taft-Hartley law on union-management relations, which becomes apparent from an analysis of these questionnaires, can be summarized as one of frustration. The law has given a new weapon to the enemies of labor, a weapon with which they are able to frustrate the desire of employees for representation through union organizations.

While many fair-minded employers have continued to deal frankly and honestly with the unions of their employees, the law has discriminated against them by helping their antiunion competitors.

The feeling of frustration is evident, too, at the bargaining table. Full and open discussion of the facts in dispute has tended to give way to sharp bargaining on technical points, with each side suspecting the motives and intentions of the other.

As one organizer puts it, "We find much more restraint and fencing for position at the bargaining table, and less full and open collective bargaining."

PERSONALS

RONALD CHEVY

Contact your father.

HARRY DOURTH

Write Sophie Zelauka, 2559 Casper Street, Detroit, Michigan.

LEWIS McEWAN

L. H. Blizzard has your gear; Route 2, Dover, North Carolina.

GEORGE FARNKOFF

Your wife, Louise Farnkoff, 44 Lewis Street, Everett 49, Mass., would like to get in touch with you.

CHARLES LEE

A letter from your mother is waiting for you at the Baggage Room, 51 Beaver Street.

GENE SINCLAIR

Get in touch with your sister, Shirley, about the wedding.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

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Book No.

Lafayette Crewmen Had Fine Trip And Send These Pictures As Proof



Some members of the healthy Deck Gang of the SS Lafayette take time off from work to watch the birdie for the cameraman. Except for the fact that there was no gumbo, the men claim that the food was excellent and well prepared. Maybe that's why they refer to themselves as the "healthy Deck Gang?" Seated, in front of the life ring is J. Smythe, Deck Maintenance. Kneeling, left to right, A. L. McLean, AB; and J. Rylick, OS. Standing, in the usual order, are P. Vasilion, AB; L. W. Miller, OS; Brother Cassanueva, AB; and E. C. Simms, AB.

Except for the fact that the main deck forward, on the port side, cracked, the voyage number W-5 of the SS Lafayette, from New Orleans to Japan and return to San Pedro, had no real excitement.

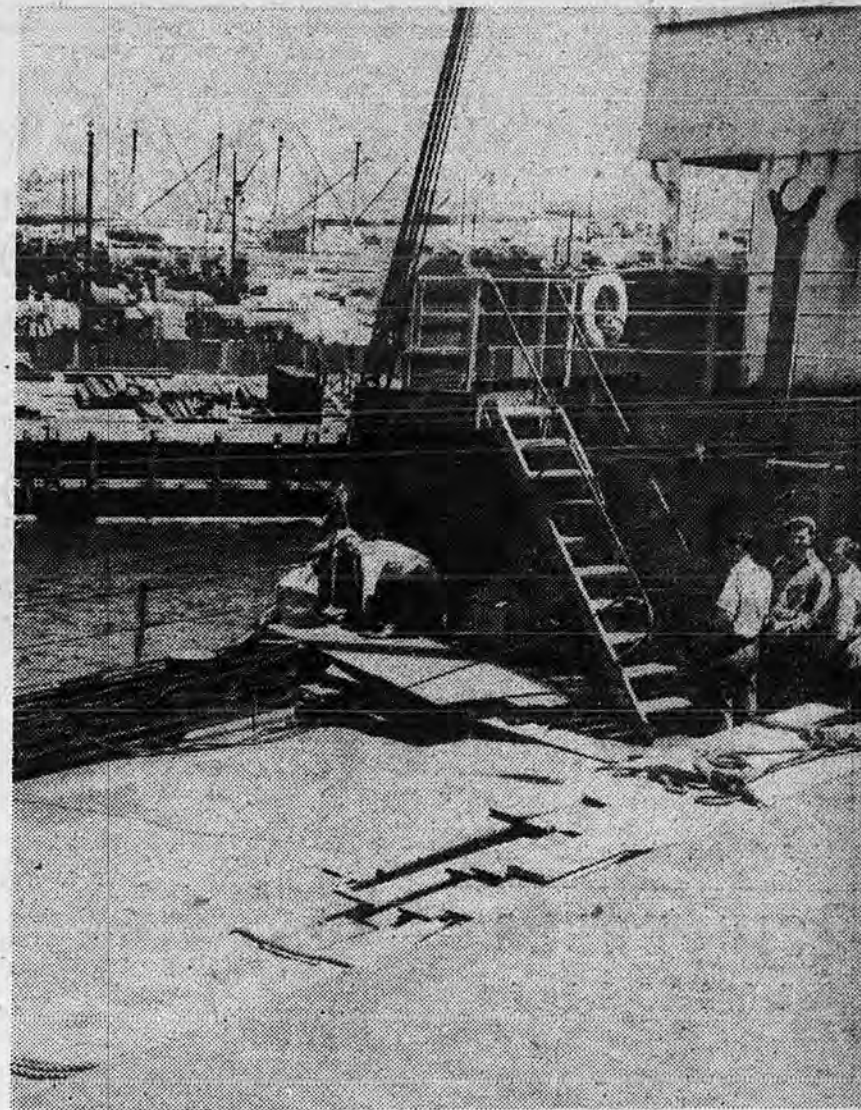
All repairs to the deck were done in Kobe, and that gave the boys a chance to see the sights—and the girls.

The pictures were sent in by J. Smythe, Ships Delegate, and he wants the boys down in New Orleans to know that the members of the crew really missed their gumbo while on the high seas.

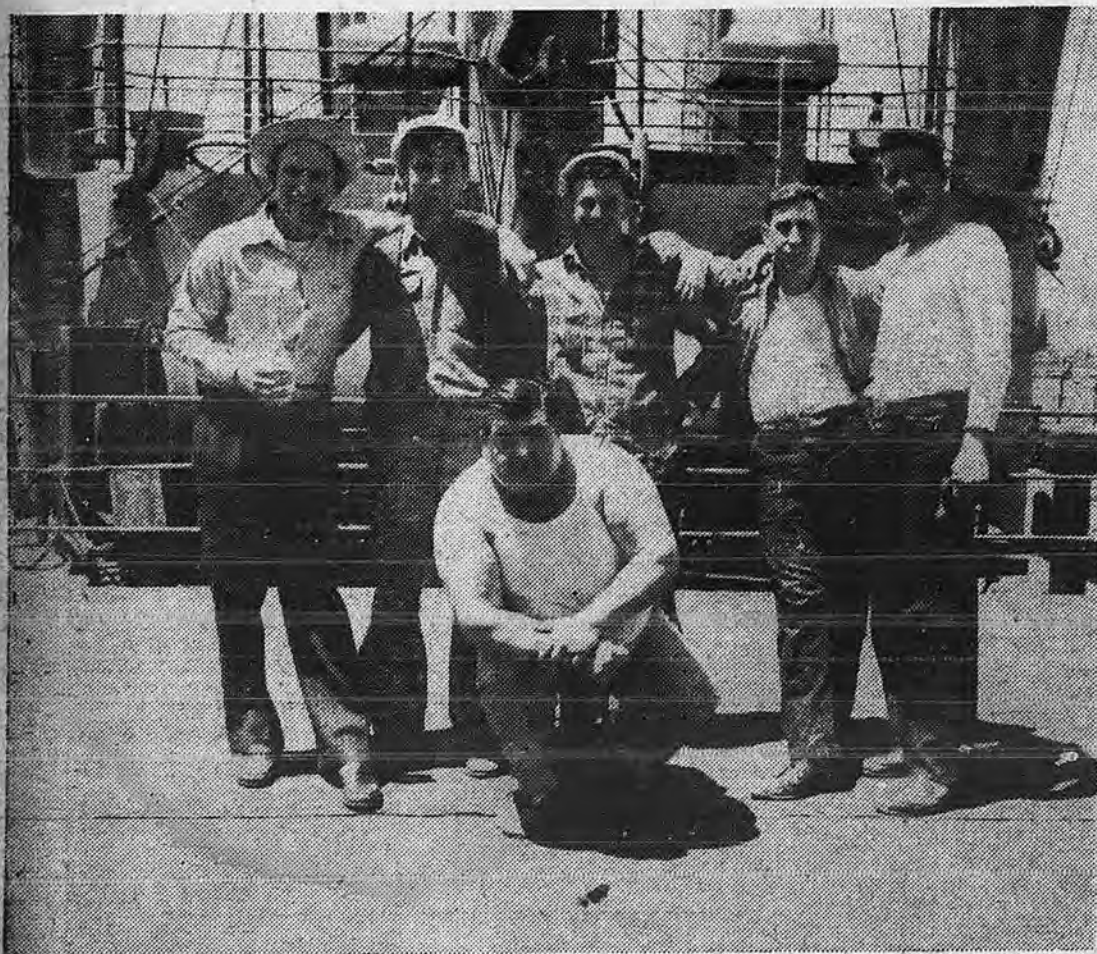
The Lafayette made it into San Pedro on May 22, and paid off in traditional SIU style.

On this page we print Brother Smythe's pictures, and the information which accompanied each shot. The editors of the LOG hope that other SIU members will follow Brother Smythe's lead and send in pictures and stories.

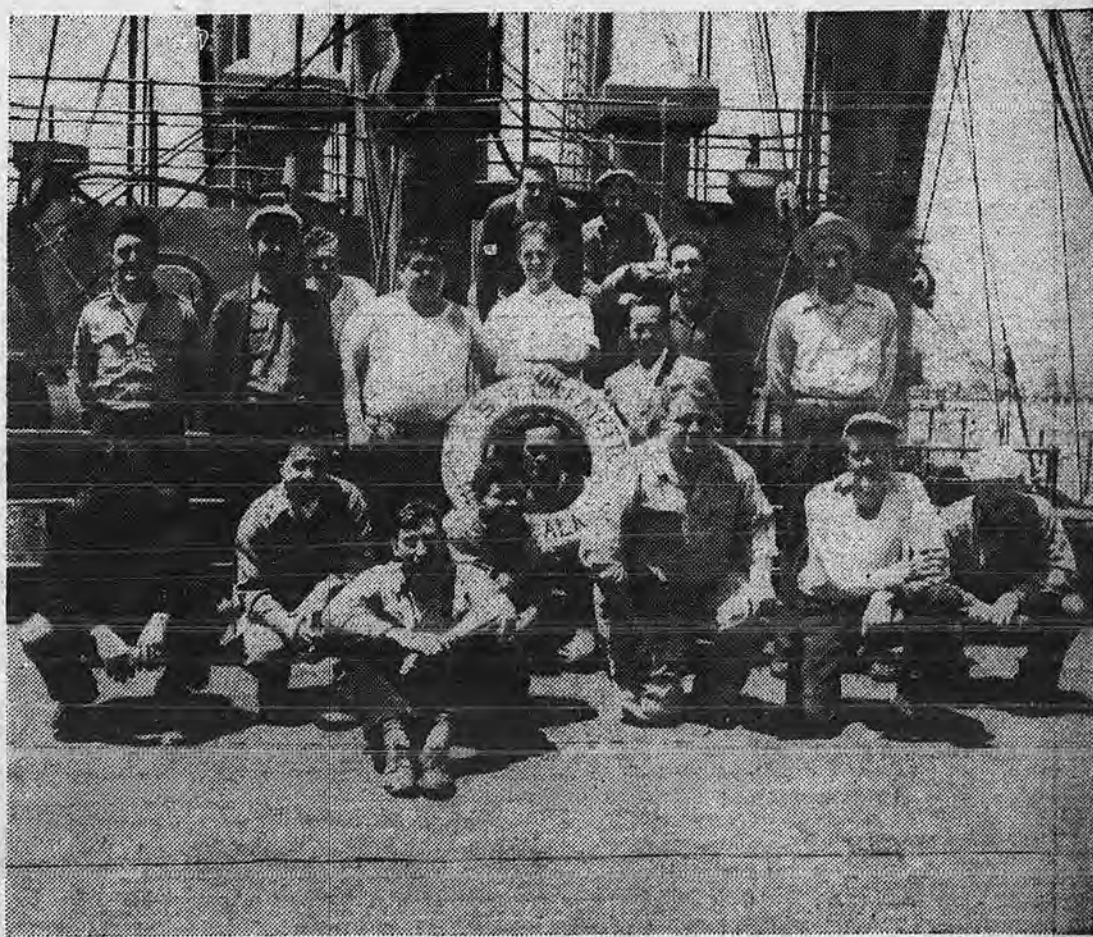
Remember, all snapshots will be returned after use.



Above, J. Smythe helps to secure the steel plates that were brought back from Japan. Brothers Rylick and Cassanueva look on and offer good advice. The plates stayed put all the way across the wide Pacific. When the main deck cracked and had to be repaired in Kobe, wires on the port and starboard sides were placed so the bow wouldn't be lost. The method worked out okay, and the Lafayette made it home without further mishap. Of course, as we all know, it takes a good crew to overcome such difficulties, and that's what the Lafayette had aboard.



You're now looking at the picture of a cook who eats his own food—and likes it. Yes, the undershirted Brother in the foreground is none other than Chief Cook D. D. Dambrino, the prize chef of the SS Lafayette. Surrounding him, in tribute to his cooking and eating abilities, are L. W. Miller, OS; A. L. McLean, AB; J. Rylick, OS; S. C. M. Martinez; and J. Smythe, DM. Brother Dambrino really put out the good chow, and was always striving to please everyone on the ship. That he succeeded is a tribute to his skill and training.



The Brothers were enticed up on the No. 3 hatch for the above picture, but the cameraman was sort of afraid to snap the picture for fear of what might happen to his camera. Well, nothing happened. In the background are a Galleyman and J. Rylick, OS. Standing, l. to r., Ray, Second Electrician; A. L. McLean; D. Dambrino; S. M. Oppsol, Second Cook and Baker; Sanderson, Chief Electrician; and L. W. Miller, OS. Kneeling, left to right, Grew, Pantry man; Flood, Oiler, the Second Cook and then the Chief Mate, and then Smythe, E. C. Simms, and Brother Cassanueva.